

THE COMMERCIAL MOTOR

FRIDAY, AUGUST 8, 1958
ONE SHILLING



The Austin Motor Company, Limited, is a public company, and its shares are listed on the London Stock Exchange. The company is a member of the British Motor Industry Federation.

AUSTIN saves you money

AUSTIN never lets you down

AUSTIN will do any and every job and do it well

INVEST IN AN

AUSTIN



THE AUSTIN MOTOR COMPANY LIMITED, 100, LONGBRIDGE, BIRMINGHAM

6 GOOD REASONS

FOR FITTING GIRLING REPLACEMENT SHOES

	<p>1 Girling replacement shoes are inspected to the standard of original equipment</p>		<p>4 They save you garage time by being perfectly simple to fit</p>
	<p>2 They are correctly riveted or bonded and precision ground to specified contours</p>		<p>5 They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping</p>
	<p>3 They bed down quickly to full contact area and give highest efficiency braking in minimum time</p>		<p>6 They are your assurance that your vehicle braking is as good as new</p>

**Don't reline—replace with
GIRLING FACTORY LINED
REPLACEMENT BRAKE SHOES**

GIRLING

THE BEST BRAKES IN THE WORLD



THE

KARRIER "Gamecock"

3-4 TONNER

available with
alternative power units—petrol, with
porous chrome bores, or Rootes diesel.

PETROL....
the phenomenal life
91 b.h.p.
six-cylinder with
porous chrome bores



WITH its remarkable fuel economy, the Karrier "Gamecock" successfully meets the challenge of present day conditions. Manoeuvrable and thoroughly reliable it is a low-loading vehicle, the alternative power units of which give lengthy periods of trouble-free service between overhauls. Available with alternative wheelbases of 9' 7" and 11' 9", the "Gamecock" carries a three-seat all-steel cab affording supreme driver comfort and convenience. Full details from your local Dealer.

DIESEL....
the amazingly
successful 85 b.h.p.
Rootes two-stroke
with opposed pistons

A ROOTES PRODUCT

**HEAVY DUTY
TRANSPORT**

MARINE DIESELS

AIRCRAFT

**MINING
MACHINERY**

**EARTH MOVING
EQUIPMENT**

MACHINE TOOLS

**MAXIMUM MARKS TO
SINTERLINK FOR**
 Low Rate of Wear • Smooth Operation
 Stability • Absence of Fade • High
 Thermal Conductivity

Think of the clutch...
think of SINTERLINK

With SINTERLINK lined clutches the user can keep his machines and transport on the go — and his hand out of his pocket. The *designer* of those machines and that transport can use a smaller clutch or less plates. SINTERLINK is as important as that.

Because it is metal, and because of its uniform granular structure, SINTERLINK ensures rapid and effective heat dissipation (no "fade"!) infinitely longer life and greater gripping power under heavy duty conditions. SINTERLINK clutch plates are available in the continuous band type, or in the unique Morgan button pattern for even more rapid heat dissipation.

Any Questions?

... if there are, write for informative printed matter or 'phone for justifiably enthusiastic and knowledgeable technical representative.

THE FINAL FACTOR
in power transmission

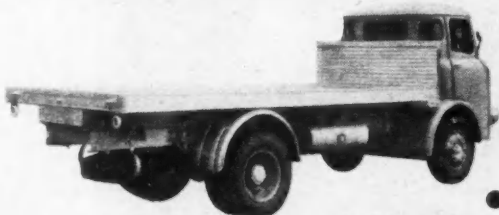
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THE MORGAN CRUCIBLE COMPANY LIMITED
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Albion

New...

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LIGHT ALLOY REGD.

ALBION "Chieftain"
Homalloy light-alloy platform body 4-wheel chassis. Can be supplied with softwood, hardwood, standard or heavy-duty alloy floor.

Write for details of
these Brand New
Homalloy BODIES
for YOUR New
Albion CHASSIS



ALBION "Caledonian"
Homalloy light-alloy platform body with Homalloy plastic cab on 8-wheel chassis. Capable of carrying a 17-ton payload. Unladen weight—under 6 tons 16 cwt.

ALBION "Claymore"
chassis with Homalloy easy-access cab and van body. Designed for national bulk-distribution.



Homalloy
LIGHT ALLOY REGD.

Homalloy Light Alloy Sheets and Sections are specially manufactured by I.C.I. Metals Division

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under arduous conditions

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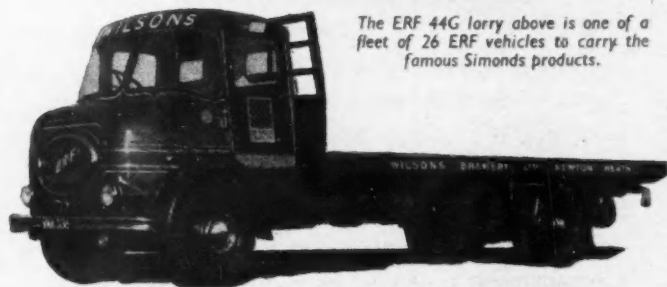
ALL THE BEST!



McEwan's of Edinburgh is among the many well-known breweries using a fleet of ERF lorries, 81 of which have been supplied altogether.



The ERF 44G lorry above is one of a fleet of 26 ERF vehicles to carry the famous Simonds products.



This ERF, which is one of three recently supplied to Wilsons Brewery, Manchester, has all the essentials for brewery work, including low-loading and extra roomy cab for driver and two loading assistants. A repeat order for similar vehicles has just been placed.

A few of the large fleet of ERF vehicles operated by Showerings Limited, makers of the popular Babychem, are shown here. 86 ERF lorries have now been supplied to this firm.



These
purveyors
of
Good Cheer
each
rely on



Among the numerous trades which use ERF vehicles to transport their products the brewing and associated industries are represented by many famous names. Just a small selection is shown here. Whatever you have to carry, you will find that ERF lorries transport the load with the highest reliability at lowest operating costs. Write for full details of the ERF range and name of nearest dealer.

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maximum-load 8-wheeler.
Cab and body built by
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Thornycroft 'Trusty'
maximum-load 8-wheeler.
Cab by DURAMIN.
Supplied to Gwynne Bowen
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...how TOUGH
...can a cab get?**

DURAMIN Cabs are extra-light, extra-robust. Built (many of them) at our Lydney works — and built to last. They save 3 or 4 cwt. compared with normal weight. Skilled craftsmen build them; they are independently framed throughout from Duralumin — the strongest of light alloys. Solid-riveted too. However tough the going DURAMIN light alloy body-work gives you trouble-free, economical transport by reducing dead-weight to a minimum and cutting maintenance costs.

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PAID-UP CAPITAL & RESERVES EXCEED £4,000,000

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*A. J. STANTON & CO. LTD.

†CREDIT FINANCE LONDON LTD.



R&M help to put Britain's cars ahead

I've been working on car-engine design for 25 years, and Ransome & Marles bearings have always been specified. I suppose you've contributed to the motor industry for much longer than that?

The motor industry was, in fact, one of the earliest users of **R&M** products. For just half a century, bearings have been produced at Newark for nearly every British make of car, as well as for commercial vehicles, motor-cycles, auto-cycles, trailers and so on.

And for car accessories?

Certainly. Even brakes and lighting equipment are manufactured on machines which rely on our bearings. And now we are rapidly extending our contribution to the motor industry. It has been estimated that the turbo-driven car will be an economic possibility within two years: with our long experience in designing and manufacturing bearings for gas turbines, we expect to play a prominent part in turning this possibility into a reality. Our

research people are fully conversant with all aspects of producing bearings for turbines, and are working continually in this field. Research is also going on into the uses of new materials such as plastics and sintered metals. Our aim is to match the automobile designer's objectives with the most advanced standards of design and production in our bearings.

What about the work Ransome & Marles are doing on bearings for the engines in today's cars?

That's still going on, naturally. With the advent of very high compression engines we have been tackling many new problems—and solving them, too. And the introduction of automatic transmission systems in this country has involved us, in production as well as in research. In fact, you can say that **R&M** have a hand in every technical development of Britain's motor industry, and will continue to have in the future.

Ransome & Marles Bearing Co. Ltd., Newark-on-Trent, England

Telephone: Newark 456; and Telex 37-306



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carried in bulk...**



...it's best carried by

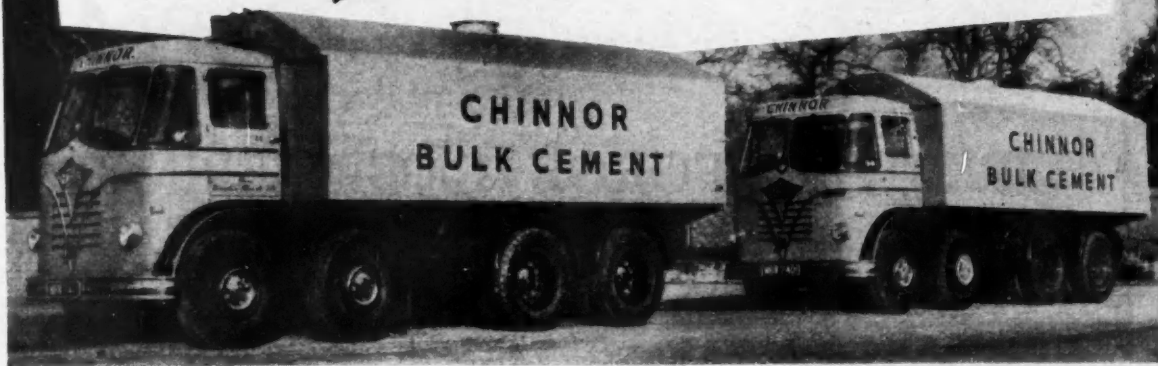
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RAM help to put Britain's cars ahead

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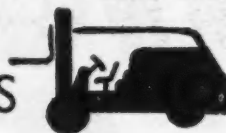
FIRE ENGINES



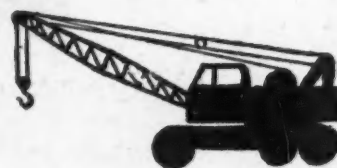
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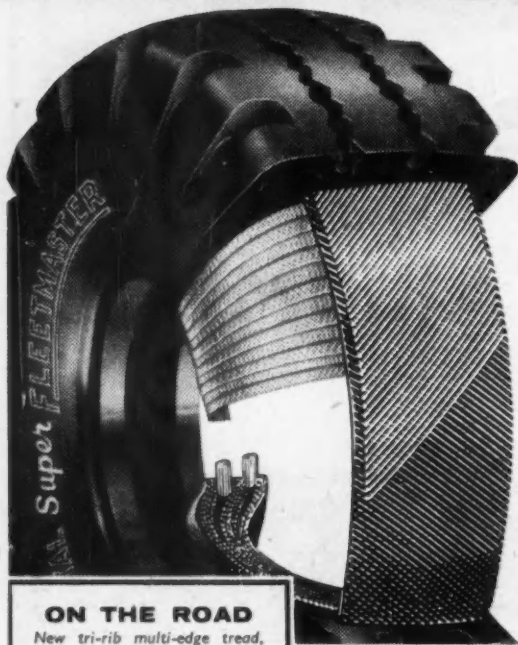
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BORG & BECK
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**CLUTCH PLATES
& RELEASE BEARINGS**

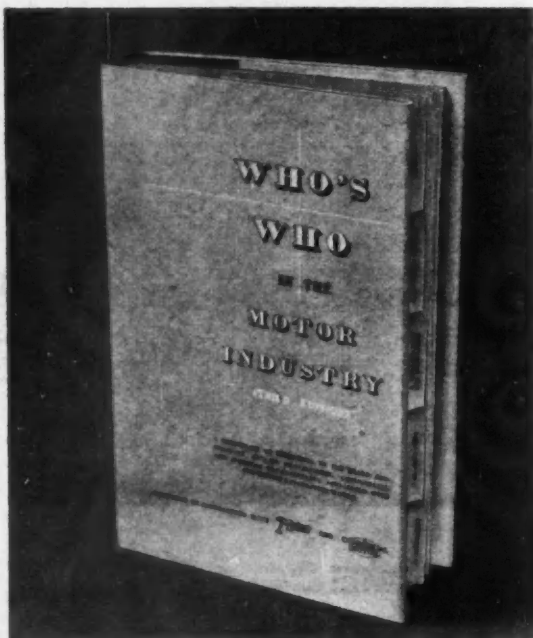
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WHO'S WHO IN THE MOTOR INDUSTRY



Published in association with "The Motor" and "The Commercial Motor"
 Edited by F. J. Findon

This completely revised Third Edition of *Who's Who in the Motor Industry* is both an informative guide to the structure of the British Car and Commercial Vehicle Industries and an up-to-date directory of people prominently engaged in these industries, their allied distributive trades, and in the wider spheres of the Organizations, Associations, Learned Bodies and Motoring Clubs which together constitute the British Automotive World.

Listing in all Sections some thousands of names of Directors, Proprietors, Chief Executives, Managers, Council and Committee Members, and Club Secretaries, and provided with a comprehensive index for rapid reference, *Who's Who in the Motor Industry* is a unique and essential source of information, embracing not only the Industry and Trade but also the many affiliated organizations and interests concerned with British Motoring.

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Organizations and Associations: Government Departments concerned with the Automotive

Industry: Professional Societies and Learned Bodies: Industrial Organizations and Trade Associations: Motorists' Associations: Motor Clubs affiliated to the R.A.C.

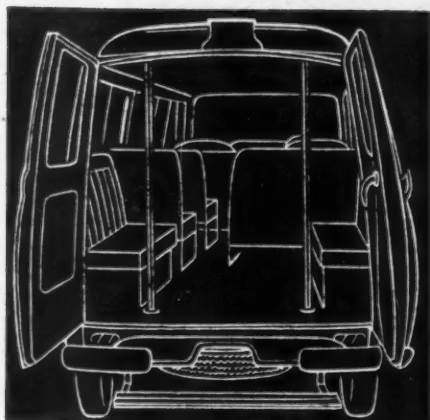
Press Guide: The Periodical Press: Proprietors and Publishers of Motor and Allied Journals: Motoring Correspondents of the National and Provincial Press: Guild of Motoring Writers.

Biographies: Comprising some 1,250 references to people prominently engaged in the Industry or associated with British Motoring.

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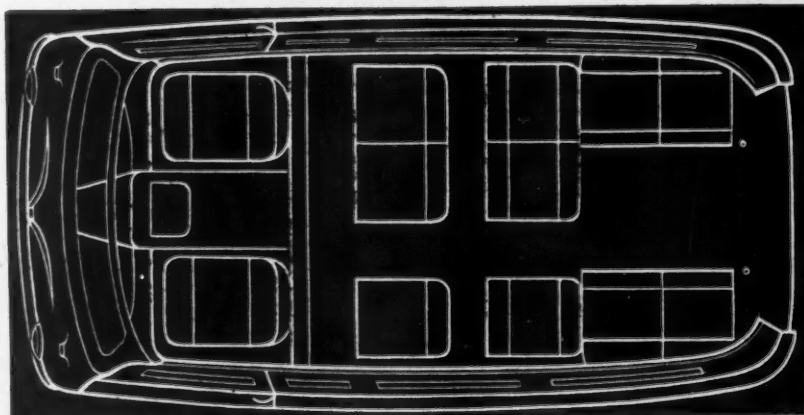
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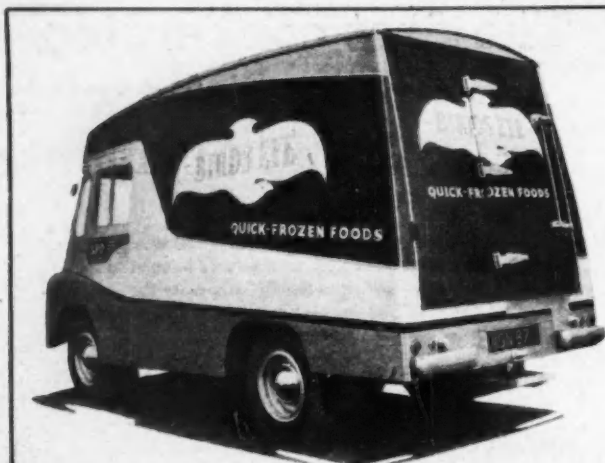


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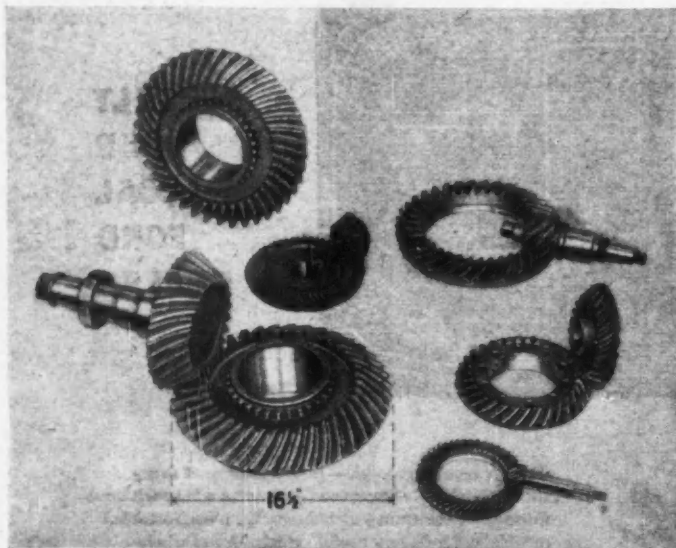
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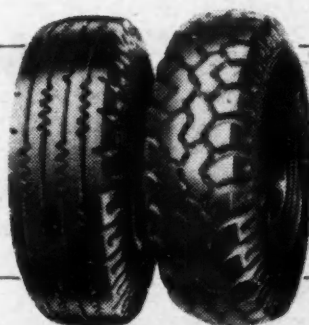
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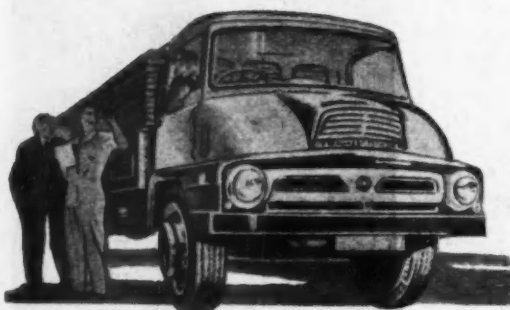
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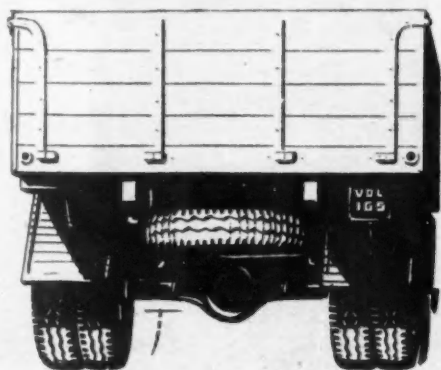


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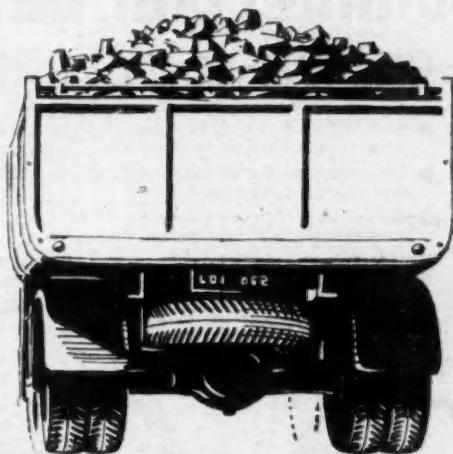
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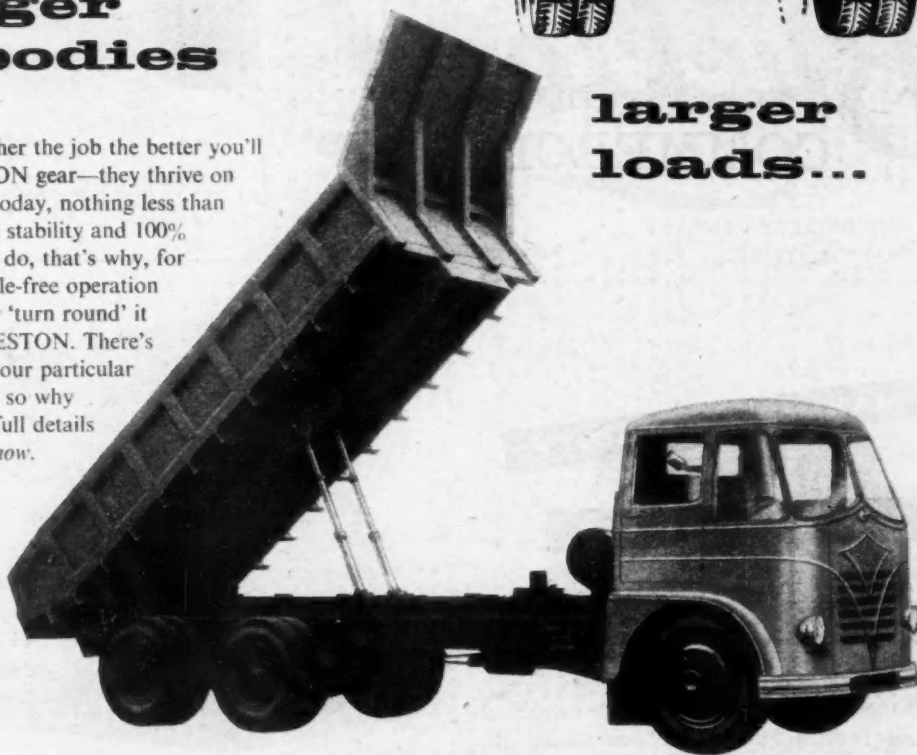


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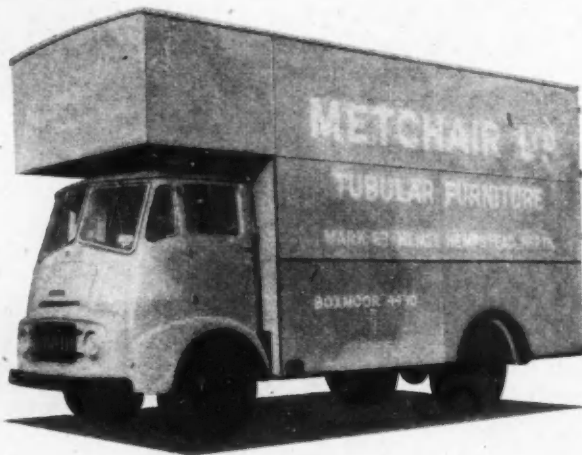
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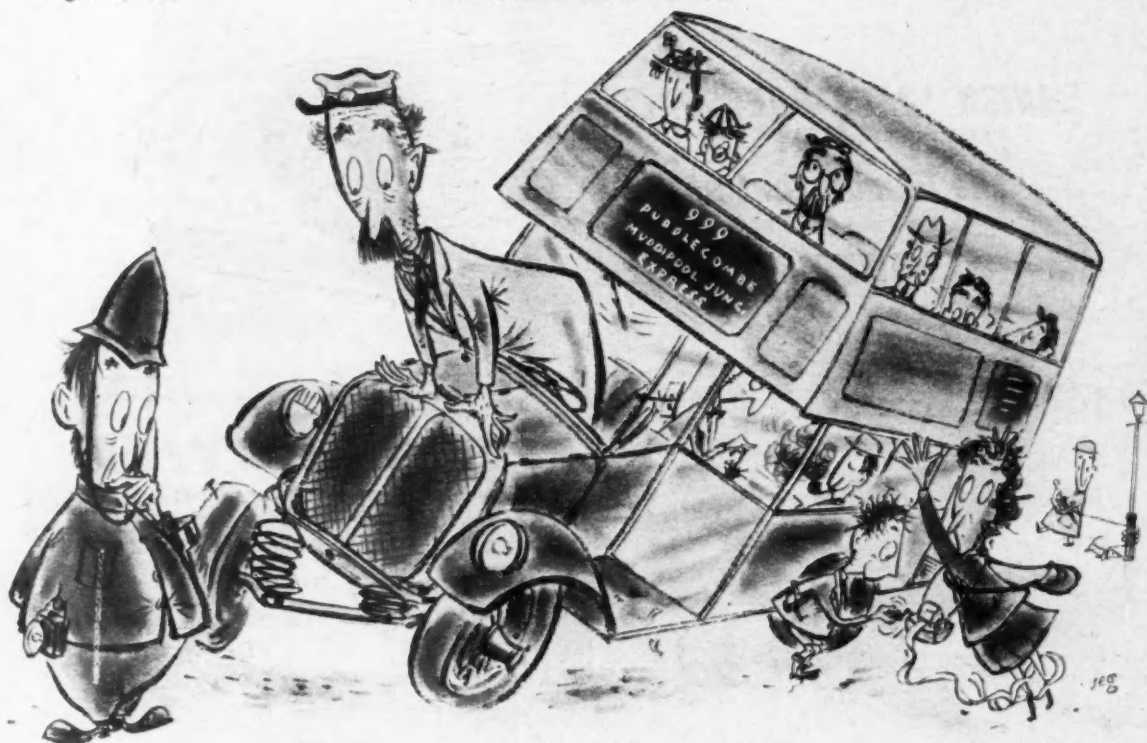


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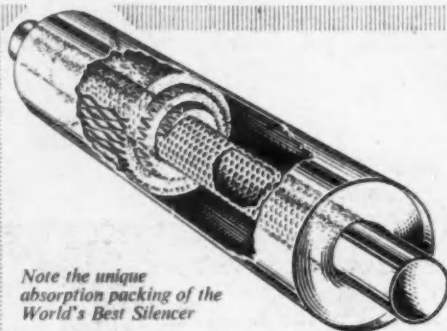
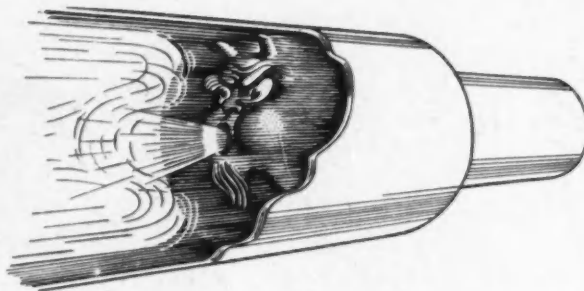


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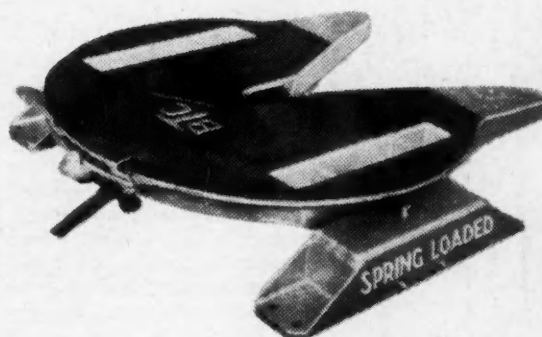
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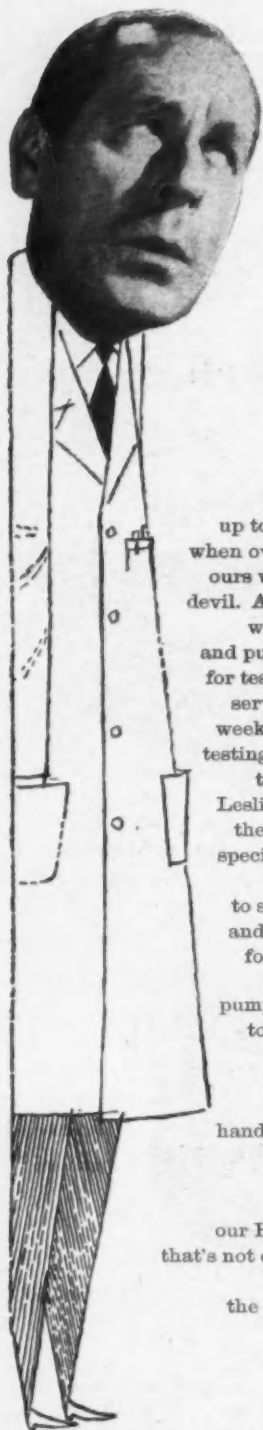
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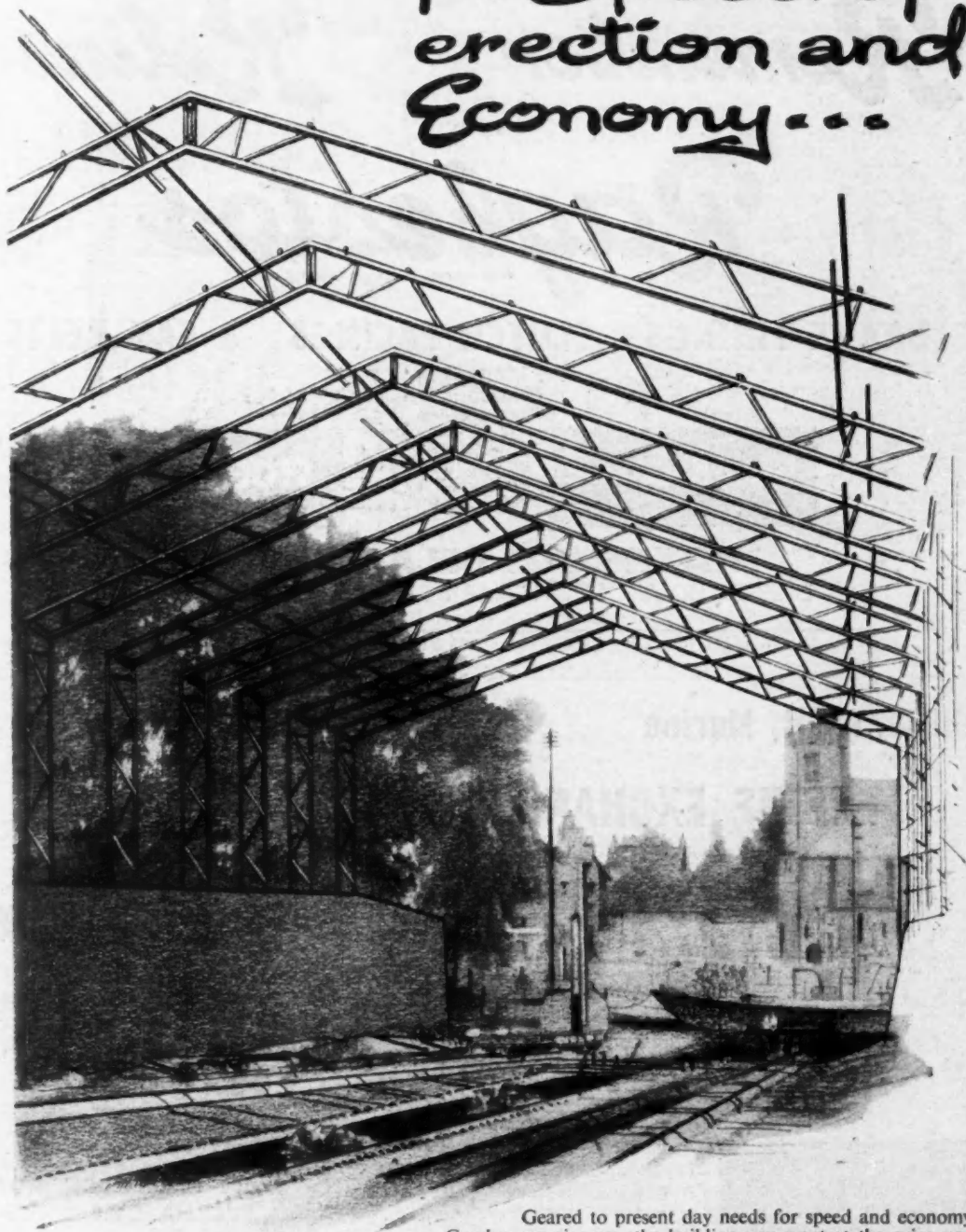


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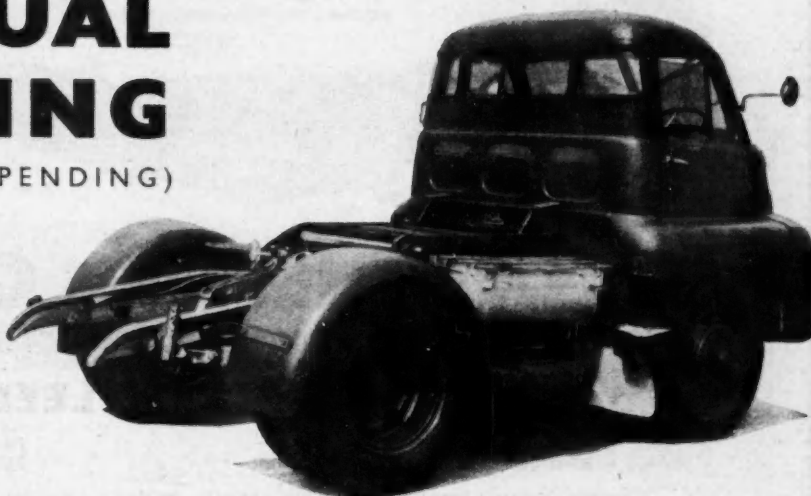
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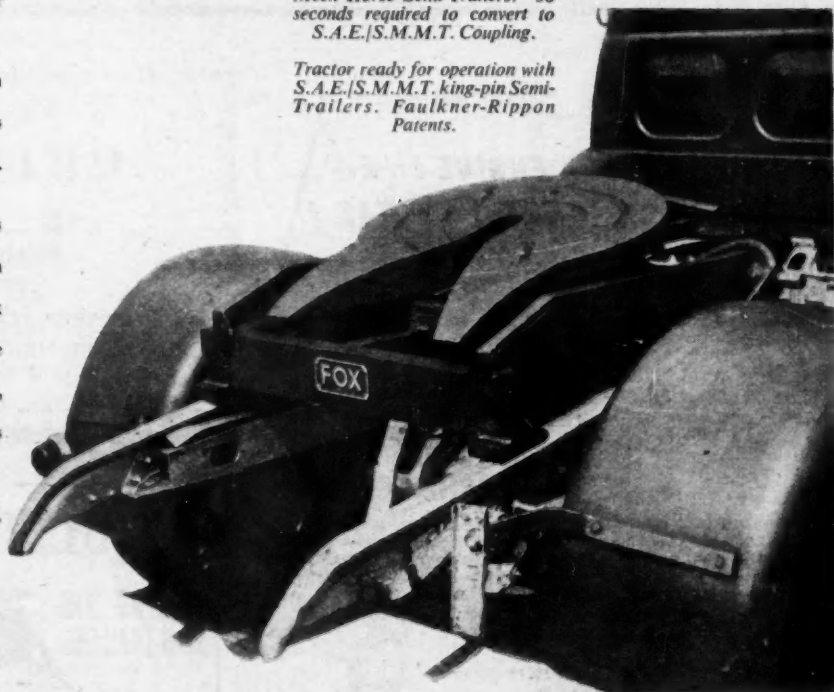
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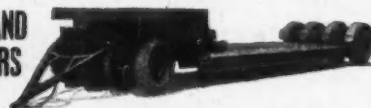
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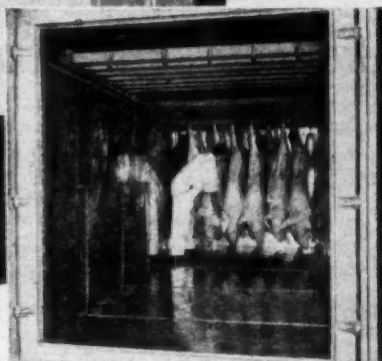
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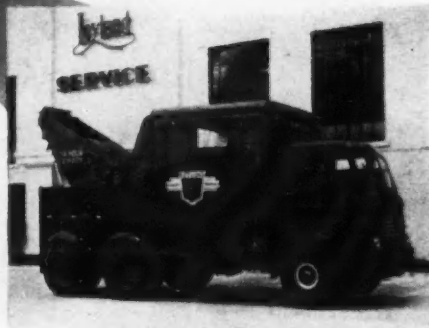
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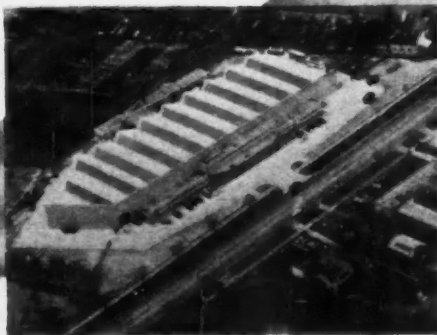
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(Centre) Leyland's re-conditioned engine exchange scheme is an important activity of their service. Every exchange unit carries the same guarantee as a new unit.

(Left) An aerial view of Leyland's newest service depot at Oldbury near Birmingham which alone carries £½ million stock of spares.

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OPERATORS and manufacturers of commercial vehicles will whole-heartedly support the claim of the Road Research Laboratory for a greater grant for their work. The Board aim to expand their activities by at least half. To do so would cost only a minute fraction of the gross expenditure on road transport, which amounts to more than £2,000m. a year. This sum represents 13½ per cent. of the national income—nearly half accounted for by goods transport.

With such an impressive catalogue of endeavour as that presented in the Board's report in 1957, the Government can hardly fail to authorize the necessary expansion of research. It will affect not only the day-to-day economic life of the country, but prevent unnecessary suffering and loss by reducing accidents.

Because they are unbiased, the Board are the industry's most eloquent supporters in the campaign for better roads. They are able to supply the Government with independent estimates of the return to be expected from any type of road plan in speeding up journeys. A high degree of precision has been attained in forecasting the economic benefits of road-improvement schemes and in deciding priorities.

Proved Savings

The London-Midlands motorway is a case in point. The likely savings in time by various classes of traffic by the use of the motorway have been calculated, and they run into many millions of vehicle-hours a year. Substantial economy in fuel by continuous running at a steady speed has also been demonstrated. The figures produced by the Board are a complete vindication of the policy of building motor roads, if one were needed.

Surveys made of the movement of traffic in London and other cities are highly instructive. They emphasize the magnitude of the problem of preventing complete stagnation in urban areas. In Central London the mean journey speed during the day is less than 11 m.p.h., yet into this area high-speed traffic from motor roads is to be fed at an increasing rate. The urgency of road schemes to facilitate the flow of vehicles in London and other cities, at the same time as motor roads are built, is obvious to all, but the Board's statistics are necessary to prove the point beyond dispute.

The Board are concerned not only to speed the

*Greater Funds Needed to Allow
Research into Traffic and Safety
Problems to be Expanded*

wheels, but to enable traffic to travel faster in greater safety. It is perhaps in the saving of human life that their work is most valuable. Their investigations into the problem of skidding, for instance, can be described as almost fascinating.

Skids are to an increasing extent being reported as factors in accidents. It is remarkable that of 32,900 personal-injury accidents involving skidding in 1956, 11,100 occurred on dry roads, whereas only 6,300 happened on ice. Wet roads were concerned in 15,500 skidding accidents. Here is a problem requiring scientific analysis, such as the R.R.B. can and do undertake, and pursue most thoroughly.

Skidding Investigated

Another phenomenon of skidding now under investigation is the seasonal variation. The percentage of accidents involving skidding on wet roads is higher in the summer than in the winter, but the reasons for it are still inconclusive. A preliminary analysis has indicated that both temperature changes and the proportion of time that the road is wet play important parts in determining seasonal changes in the resistance of a road surface to skidding. When the Board have found the complete answer to the problem and road builders have taken the necessary corrective action, there should be a substantial reduction in the number of accidents.

This is a vital need in the light of the estimate of £110m. as the cost to the community of road accidents in 1956. Damage to property accounted for £27m. of this sum and loss of output caused by injury for £40m. Britain cannot afford this waste.

Among others, problems having an important bearing on safety are dazzle, street lighting, road layout and vehicle design, all of which are receiving close attention from the R.R.B.

Although the Board's title suggests that they are predominantly interested in road materials and construction, this is only part of their work. Road Traffic Research Board might be a more descriptive name, for the proposed expansion programme is aimed particularly at research into problems of traffic and safety. If the funds allocated to this work were trebled, the economic and other benefits would still be bought at a low price.

A Rival to the Turbocharger?

MECHANICALLY driven superchargers have the great disadvantage that the power absorbed in driving the pumping element forms a relatively large percentage of the total engine output when the unit is operating under light load. Whilst the supercharger may provide a saving in fuel consumption when the full output is required on hilly road sections, because it enables a higher gear ratio to be used, an increased consumption is virtually inevitable when the vehicle is operating on the level at reduced speed.

In normal operations, therefore, the consumption of a supercharged engine is higher than that of the equivalent turbocharged unit, and the latter would appear to have a far greater potential for oil-engine applications.

Recent news from America, however, gives promise that an alternative type of supercharger installation could be efficiently employed for some types of operation. It is notable that the Oberhausen centrifugal blower, designed for large-capacity petrol engines, is offered with electric drive and supplied with current from a 12-volt system.

Because the 4-h.p. electric motor causes a heavy drain on the battery, the blower cannot be employed for more

than one-third of every half-hour period, but this proportion could probably be increased if a battery of higher capacity were provided. It could easily be controlled by a kick-down mechanism conveniently situated for the driver to operate.

The efficiency of the centrifugal-type blower is relatively low, but the simplicity of the unit is favourable in respect of production costs, and its application for short periods to raise the peak output of the engine would suffice to meet the requirements of many operators. In some cases it might enable a higher final-drive ratio to be used and thus permit the overall fuel consumption to be substantially reduced.

Any objection to any device fitted to an engine to raise its output above the rated figures is that it may reduce the working life of the unit and increase maintenance costs. The dependence of an electrically driven blower on a quickly exhaustible battery may also give the system some of the characteristics of a gadget, but it could well serve to prevent the engine from being overstressed. If the vehicle was being driven by an experienced driver on suitable routes this "gadget" might come to be regarded by the operator as an outstanding development.

Passing Comments

Road Accidents in Europe

STATISTICS of road traffic accidents during 1956 have just been published by the Economic Commission for Europe. In the majority of European countries the increase in the number of persons killed during 1956 was, fortunately, considerably less in proportion to the previous highest figures, bearing in mind the rise in the number of vehicles concerned.

Taking the 1953 figure as 100 the index for the 15 countries dealt with was 120, whilst that for vehicles was 145, and for motorcycles 177. There were reductions everywhere except in Norway and Yugoslavia. Despite this, however, the total deaths rose to 40,042, compared with 38,185 in the previous year. The number of injured was also high, amounting to 1,125,383 in 1956, compared with 1,076,018 in 1955.

As was to be expected, the most common type of accident was collision between moving vehicles. It was also confirmed statistically that among pedestrians killed or injured the commonest victims were young children and old persons.

Great Fund of Engineering Knowledge

CONSIDERATION of lists of members recently elected to the Institute of Road Transport Engineers indicates both the diversity of occupations which they follow and the wealth of experience which they possess. Those to whom references are made here may be looked upon as being merely a cross-section for there are hundreds of others whose "know how" adds to the great fund of knowledge which is undoubtedly beneficial to the Institute as a whole.

The lists include the following: Maintenance superintendent, British Oxygen Gases; vehicle maintenance officer,

Ministry of Works; district engineer, London Transport Executive; transport manager, the *Birmingham Dispatch and Mercury*; regular Army officers, R.E.M.E.; transport managers and engineers to important manufacturing concerns; technical officers of the Police; vehicle examiners, Ministry of Transport and of governments overseas; transport managers of gas boards; transport engineers and rolling stock superintendents of coach and bus companies; transport superintendents of oil companies overseas and a variety of entrants from Libya, Nyasaland, Fiji, Singapore, Ghana, Bombay, and Trinidad. All these only partly cover applicants admitted during the past two or three months.

Where Purity Means Strength

IT is well known that the theoretical strength of a metal can be many times what it actually achieves in practice. This is probably because the structure does not correspond to the theoretical one by reason of various kinds of imperfection.

Russian scientists have been making researches into this matter in the view that if something more approaching the theoretical strength could be obtained the amount of metal now used for many structures could be correspondingly reduced. Recently, laboratory sample rods of pure iron have been produced in which the strength has been increased to 700 times that of ordinary iron. This seems fantastic and, of course, such purity would be outside the bounds of ordinary production. It does appear to give hope, however, that it will eventually be possible to produce metals on a commercial basis which may be many times stronger than those now available. Even doubling the strength would save much weight and work.

Which Will Win—Nylon or Rayon?

An interesting fight is going on between nylon and rayon for the major material to be used in the construction of tyre casings. This has really originated in America where, for a time, nylon was quite the vogue, but it is now being seriously challenged by rayon, particularly in the latest yarns, which are much stronger than those of only a year or two ago. In fact, it is claimed that in five years rayon cords have improved by 50 per cent., and strength for strength are said to be cheaper than those made in the rival material.

In this connection Courtaulds, Ltd., through their Canadian company, have been co-operating with the American Rayon Institute, and they have just introduced a film entitled, "Getting Down to Casings." This is an American production showing rayon v. nylon tyres in trials and destruction tests on the road and in the laboratory. It illustrates the first tests, which were completed only at the end of last year, when thousands of miles were run in the most searching conditions of heat and cold, and they included shock tests so severe that in some cases the wheel rims were bent and vehicle frames cracked, yet the rayon tyres had their cords unbroken.

Other trials were conducted to indicate noise, wear and the results of various road conditions. Even more exacting tests are now in progress on fleets of lorries and New York taxicabs, whilst high speed trials are being conducted in the Nevada Desert. Copies of this film are available free from Courtaulds, Ltd., Coventry.

Cataloguing Catalogues

TO designers and certain other classes of personnel, rapid reference to catalogues of various sorts is of great importance. In some classes of work these are in great supply, and it is surprising how much time can be wasted in discovering just what is wanted in those pertaining to the particular products concerned.

In the case of one important concern an average saving of over 22 minutes per inquiry was made by installing a properly arranged central filing system with adequate references.

In another instance the catalogue file of an engineering department has been expanded into six sections. It includes 12,000 items, and the references have increased from 1,600 per month in 1954 to 5,000 in 1958.

One Hears—

That whilst independence may be wonderful, interdependence often has its value.

That the American national "truck driver of the year," Mr. Reuben C. Thomas, has a record of 600,000 accident-free miles.

That he hauls peanuts and peanut butter, and is based on Alabama.

That C.A.V. now have over 100,000 distributor fuel pumps in service, and teething troubles have been largely eliminated.

Of those who say that Labour's re-nationalization programme might best be described as "Plan for Retrogress."

That those manufacturers who wish to bed-in plants in the Canadian market should pay close attention to the advice of Sir William Rootes.

That "Bantam Hauls Mobile Research Clinic" might have appeared to the uninitiated as a variation of Terry Scott's famous "cock-and bull story."

From Zenith Carburettors the interesting calculation that a gallon of petrol must be divided amongst over 250,000 firing strokes of a normal petrol engine.

Of a suggestion that any law against the transport of abnormal indivisible loads might, unless most carefully prepared, debar exceptionally fat people from travelling by public transport.

That it is difficult to do today's job with yesterday's tool and remain in business tomorrow.

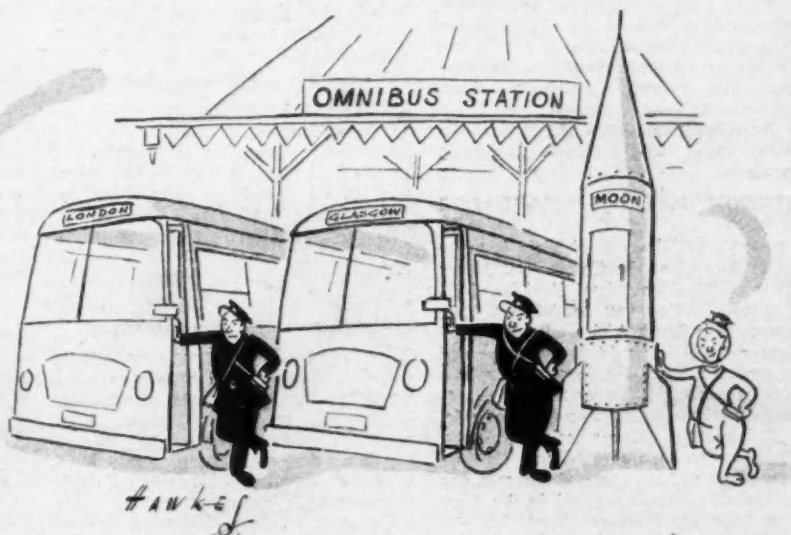
That one point about modern wide roads is that more vehicles can collide simultaneously.

That the production of rayon from bamboo is claimed as a possibility by an Indian Government scientist.

That a double-deck bus engine idling at about 350 r.p.m. consumes fuel at the rate of approximately 0.2 gal. per hour.

That the Kharkov tractor plant has commenced the mass production of the first Soviet tractor with an air-cooled oil engine.

That in these times of rapid progress, the "Bright Young Things" (whether human or mechanical) of yesterday are the "period pieces" of tomorrow.



Hesketh Decision Hits A-licence Operators

THE days when A licence operators could carry throughout Britain at will have gone since the Divisional Court's decision on the Hesketh appeal. This was stated last week by Mr. J. A. T. Hanlon, Northern Licensing Authority, who indicated that a more precise definition of normal user would be required in future. He rejected a submission by H. L. Walker, Ltd., Thornaby-on-Tees, that because they carried anything anywhere they could have "general goods Great Britain" for a user.

Employers Offer 5s. to Municipal Busmen

THE offer of an extra 5s. a week for 80,000 municipal busmen has neither been accepted nor rejected by the two Unions concerned—the Transport and General Workers' Union and the National Union of General and Municipal Workers. The offer was made last week by the National Joint Council for the Omnibus Industry and is in line with the settlement for London Transport's country bus crews.

Union representatives said they would consult their executives, and it was expected that they would demand at least 7s. 4d., which is the increase agreed for drivers of other forms of municipal transport.

It was likely, however, that the two Unions would want to delay a decision until they knew what offer had been made to the 100,000 private company crews in the provinces.

BIG DROP IN BUS ORDERS HITS GUY

A SHARP reduction in the demand for buses in the home market in the year ended July 31 was reported last week by Mr. A. L. Blower, chairman of Guy Motors, Ltd. He said that as the ratio of buses to other business was high, the effect on Guy's had been proportionately greater than in the case of some other commercial-vehicle manufacturers.

There was a gratifying increase in orders for goods vehicles, but it had not been possible immediately to fill the gap in production. Consequently, the company had to operate temporarily at an uneconomic level of output.

New buses had been designed and a new range of heavy lorries was now being produced.

SEDDON MULTI-WHEELERS FOR SHOW

A RANGE of multi-wheelers is to be exhibited at the Commercial Motor Show by Seddon Diesel Vehicles, Ltd., Oldham. The first model has been exported to South Africa. Rated for 18 tons gross, it has a 14-ft. wheelbase and is powered by a Gardner 6LW engine driving through a five-speed constant-mesh gearbox and a worm-type rear axle.

This chassis is a six-wheeler twin-steer. Twin reservoirs are fitted for Westinghouse cam and air-operated brakes, those at the front measuring 16½ in. by 4 in. The tyres are 10.00-20 12-ply.

n2

The company were applying to vary their A licence by substituting a platform vehicle of 6 tons 2 cwt. unladen for one of 3 tons 4 cwt. Mr. J. Darley, secretary and manager, produced a long list of destinations served and loads carried since the last renewal, and pointed out that "general goods Great Britain" was granted in 1955.

He said that at a subsequent renewal, the Authority asked the Road Haulage Association for further particulars and information was supplied. He thought the original user still held. Unlike British Road Services, who could pass on work to other organizations in the British Transport Commission, private hauliers had to be ready to meet all demands, he said.

No Objectors

Despite objections, British Road Services licences for "general goods Great Britain" had been renewed recently and there were no objectors to Walker's application. They did not specialize in trunk services, but were prepared to carry all over the country.

Mr. Hanlon pointed out that, with the exception of three tippers in 1956, all recent variations and renewals of the licence had been for "building materials, iron and steel, chemicals, hide and hide products, foodstuffs, agricultural produce and requisites to the Midlands, South East, Lancashire, and all ports."

From the information given, he was prepared to add "machinery, cloth and paper," and "North East and South West." Mr. T. H. Campbell Wardlaw, for Walker's, agreed to this, and the application was granted.

MORE SHOW VISITORS?

VISITORS to the Commercial Motor Show this year are expected to exceed 100,000—the figure for 1956—according to the Society of Motor Manufacturers and Traders. The Show, to be opened by Mr. Harold Watkinson, Minister of Transport, will last from September 26 to October 4, opening daily from 10 a.m. to 9 p.m., with the exception of Sunday, September 28.

NO TENDERS FOR SERVICE

NO valid tenders to operate the famous shore bus service have been received by Southport Attractions Committee. Because the vehicles, which have been used for some years, have become obsolete, the corporation planned to withdraw them at the end of this summer, and invited quotations from other operators to provide the service.



This poster is expected to attract more than 100,000 people to the Commercial Motor Show.

A-licence Vehicle is Struck Off

AN A-licence vehicle operated by James Gowan and Sons, Bridge Street, Carmarthen, was struck off last week by the South Wales Licensing Authority, Mr. C. R. Hodgson. He said his action should serve as a warning to other hauliers—similar action would be taken in any further cases.

Mr. S. J. Camfield, a senior traffic inspector, said that in May, 1957, a prohibition was put on the vehicle, which was being used by B. T. Jones and Sons, Llamas Street, Carmarthen. It had been pointed out to Gowan's that hiring the vehicle in this way was a breach of the regulations, but despite warnings they continued the practice.

Jones had now purchased the vehicle and had applied for it to be put on their C licence. The proprietor of this concern, Mr. G. Jones, had been obstructive during Ministry of Transport inquiries, and soon after the prohibition expired they again had the vehicle on hire.

In evidence, Mr. James Gowan said Jones hired the lorry for £10 a week, but later made a lump sum payment of £110 when this proved uneconomic. It was not until Mr. Camfield began his inquiries that it was realized that anything illegal was being done.

Announcing that the vehicle would be struck off, Mr. Hodgson said it had ceased to be operated within its declared normal user and had been disposed of by the licensee. Recently, for the first time in his five years as South Wales Authority, he had removed two vehicles from the licence of a Haverfordwest operator. At that time he gave other hauliers a warning, but Gowan's had ignored it.

The Act clearly laid down that an Authority could remove a vehicle if it were not used under the terms of its licence.

Authority Urged to Curb Heavy Haulage Tractor Strength

ALTHOUGH Licensing Authorities had no jurisdiction over the weight of special A-licence trailers, they should keep control of heavy haulage by curbing tractor strength. This was submitted to the Northern Licensing Authority, Mr. J. A. T. Hanlon, when R. Wynn and Sons, Ltd., objected last week to an application by Sunter Bros., Ltd., Northallerton, who wanted to add an 18-ton tractor to their A licence.

Mr. Noel Wynn suggested that Sunter's had staged a series of applications which involved a complete change in their business. It was true that their normal user mentioned abnormal and indivisible loads, but before January they had been unable to carry anything heavier than 75 tons.

However, at an application in January Mr. Tom Sunter had refused to divulge their future plans, but within a month he took delivery of a new 75-ton low-loader and had now ordered and paid for a second, capable of loads up to 120 tons. Recently, Sunter's had moved heat exchangers for Head Wrightson, Ltd., using two of the heaviest solid-tired bogies ever operated in this country.

Rotinoff Bought

In evidence, Mr. Tom Sunter said that in January he was granted an extra A-licence tractor, weighing 12 tons 3 cwt. unladen. An ex-War Department vehicle had been envisaged, but it had since been decided that a new Rotinoff Atlantic, fitted with modern refinements, including power winches, would be more suitable. The Rotinoff was now in their possession and was on contract A-licence to Head Wrightson, so the January grant had not been taken up. If they were allowed to put it on A licence, which was the basis of their application, a spare 12-ton tractor would be surrendered.

The Rotinoff, he explained, was powered by the same type of engine as the Army vehicle they had previously had in mind. This was a 250 b.h.p. 6-cylindrical Rolls-Royce. The tendency was for their customers' loads to get bigger, and they had to be prepared to cope with this work.

For British Railways, Mr. J. Croft submitted that Sunter's evidence was riddled with suspicion from the objectors' point of view. Already Sunter's had "deceived with fair words." In 1956

and again last January they had asserted that they were not seeking bigger loads, but now they wanted to go into the 150-ton class. The Rotinoff must have a far greater hauling capacity than any other tractor in Sunter's possession.

Mr. T. H. Campbell Wardlaw, for Sunter's, maintained that similar arguments had failed before. Abnormal loads had always been their normal user, and it would be stretching interpretation too far to say that heavier "heavy" loads meant a change in their business. Over the past 3½ years this work had been constant. Gross turnover had increased from £74,000 in 1955 to £112,000 in 1957, and for the first six months of this year it was £64,500.

Mr. Hanlon reserved his decision.

MORE PAY FOR VEHICLE BUILDERS?

AN application for an increase in the pay of vehicle builders will be discussed in London between workers' and employers' representatives on August 20. Wages were previously raised in May last year under an award of the Industrial Disputes Tribunal after the employers had rejected the trade unions' claim.

The unions have rejected the employers' counter-proposals to a claim made in January last for higher overtime rates.

UNIONS SHOW THEIR TEETH

THE Confederation of Shipbuilding and Engineering Unions will be asked by the Amalgamated Engineering Union and the Electrical Trades Union, at the Confederation's conference at Paignton which opens next Tuesday, to support "any action" to secure satisfaction of the pay claims recently made by engineering and shipbuilding workers.

The Transport and General Workers' Union will propose a policy of seeking redundancy agreements with employers.

London Busmen Not to Aid Economy

DELEGATES of London busmen decided unanimously last Friday not to co-operate with London Transport in reducing road services by 9 per cent. to meet a drop in passenger traffic of more than 10 per cent., coupled with increased costs.

This decision was taken despite London Transport's postponement of the mileage reductions from October until November 26 in the Central Area, October 15 on country services and January 7 on trolleybus routes.

London Transport said last Friday that 64 routes or parts of routes would be completely withdrawn. Three routes would be affected from Monday to Friday, six on weekdays, two daily, 13 on Saturdays only, and 40 on Sundays only. These reductions are additional to the withdrawals to take place on August 20.

A large part of the 9 per cent. decrease in mileage will be secured by reducing frequencies.

An attempt by some of the busmen's delegates to persuade their colleagues to refuse to undertake private-hire work or carry standing passengers, and refuse to leave a terminal early or turn buses, failed.

L.T.E. TO USE CASTOR OIL

CASTOR oil is to be used as a rear-axle lubricant by the London Transport Executive. As a preliminary test, 1,358 double-deckers, representing a fifth of the fleet, are to use castor oil, and it is expected that their fuel costs will be reduced by £20,000 a year.

Research during the past three years indicated that the use of castor oil improved fuel-consumption rates by 2-3 per cent. Castor oil's tendency to gum had been overcome by a new anti-oxidation inhibitor, an L.T.E. spokesman said on Tuesday, and its higher cost compared with mineral oil would be offset by fuel savings.

He added that tests were also being made with a synthetic oil, the long-term performance of which had still to be determined.

OBITUARY

WE regret to announce the deaths of MR. ALBERT GENT and MR. THOMAS MEDFORTH.

Mr. Gent was deputy general manager of Reading Corporation Transport, a post he had held for 12 years. He joined the undertaking as assistant engineer in 1930 after appointments at Accrington and Rawtenstall. He was 58.

Mr. Medforth, who was 75, founded the Yorkshire haulage concern of T. Medforth and Son.

£1,800,000 NEW BUSES

THE fleet of buses operated by Newcastle upon Tyne Corporation is to be renewed by 1970 at a cost of £1,800,000. The first part of the programme will be from 1960 to 1965, when £800,000 will be spent on motorbuses. Immediately afterwards the renewal of trolleybuses will start.

B3



The Rotinoff tractor involved in the licence application by Sunter Bros.

New 11.4-litre Meadows Engine

HIGHLIGHT of the exhibits to be shown by Henry Meadows, Ltd., Wolverhampton, at the Commercial Motor Show will be a turbocharged version of the 6DC 630 oil engine known as the 6DCS 630. Other exhibits will include a new unit, the 6DC 700, with a capacity of 11.4 litres, which is an adaptation of the 6DC 630. A 4DC 330 will be shown equipped with C.A.V. D.P.A. distributor-type injection pump. The 6DC 500 will be exhibited in vertical and horizontal forms.

All the naturally aspirated engines have been uprated by some 10 per cent. The new ratings are based on test outputs after a running period of 100 miles. The rating of the 4DC 330 has increased from 90 b.h.p. at 2,400 r.p.m. to 100 b.h.p. at 2,500 r.p.m., whilst that of the 6DC 500 is 150 b.h.p. at 2,500 in place of 135 b.h.p. at 2,400. The normally aspirated 6DC 630 has been increased from an output of 130 b.h.p. at 1,900 r.p.m. to 145 b.h.p. at 2,000 r.p.m.

In turbocharged form, this 10.3-litre unit develops 185 b.h.p. at 2,000 r.p.m. and a torque of 540 lb./ft. at 1,400 r.p.m. On the new rating basis the torque of the naturally aspirated engine is 430 lb./ft. at 1,200 r.p.m.

Turbocharger equipment comprises a Holset Schwitzer unit with a turbine wheel diameter of 4 in., which gives a compression ratio of approximately 1.8 to 1 at maximum speed. It may be fitted at the side of the engine or above it according to the space available. A two-entry turbine is a feature of the blower, and a divided exhaust manifold is employed. The only modification made to the power unit is a reduction

in the compression ratio from 16 to 1, to 15 to 1.

Original features of the 6DC 700 unit comprise a modified crankshaft, giving a longer stroke, and pistons with reduced crown height. The bore and stroke of the engine are 130 mm. and 143 mm. respectively, and the unit has an automotive rating of 165 b.h.p. at 2,500 r.p.m. The crankcase, cylinder block and cylinder head are identical to the 6DC 630.

Equipping the 4DC 330 with a C.A.V. distributor-type pump has given advantages with regard to bulk, weight and price, and the pump affords a slightly better fuel consumption and a cleaner exhaust at higher b.m.e.p.s.

SUPERCHARGING AT WILL

THE newest version of the Italian O.M. Tiger goods vehicle has a 105-b.h.p. four-cylindered oil engine fitted with a supercharger to boost its output to 135 b.h.p. The blower can be engaged by means of a hand control on the steering column when conditions demand extra power, whilst for economical cruising the blower is disengaged.

The Tiger is rated for a 6½-ton payload solo, or 12 tons with trailer, and has an 8-speed synchromesh gearbox and air brakes.

A34 TO BE IMPROVED

AS part of the general improvement of the Stafford—Stoke section of the A34 road, work is expected to start shortly on a scheme to build dual carriageways nearly two miles long at a cost of more than £200,000. The section runs from the Filleybrooks river bridge to the Brooms, just south of Stone.

Men in the News

MR. W. WHITTAKER, technical manager of Claude Rye Bearings, Ltd., has joined the board.

MR. C. S. LANE has been appointed chief designer for E. Boydell and Co., Ltd., manufacturers of Muir-Hill equipment.

THE HON. ALEXANDER HOOD has joined the board of Petrofina (Great Britain), Ltd. He is a director of J. Henry Schroder and Co., Ltd., the merchant bankers. Petrofina's south east region manager, **MR. G. W. M. WIGGINS**, has been appointed motor fuel department manager at head office, changing places with **MR. N. R. GRIFFITHS**.

MR. R. WADE, assistant traffic manager of Cumberland Motor Services, Ltd., last week took up a similar appointment with the Eastern National Omnibus Co., Ltd. He is succeeded by **MR. O. C. MERCER**, formerly assistant traffic manager of the Thames Valley Traction Co., Ltd. **MR. B. T. HANCOCK**, previously assistant engineer of C.M.S., now holds a similar appointment with Thames Valley, and has been succeeded at C.M.S. by **MR. H. B. Sessford**, who was formerly with the United Counties Omnibus Co., Ltd.

MR. M. M. V. CUSTANCE has been appointed a deputy secretary to the Minister of Transport. He replaces **MR. A. H. WILSON**, who is taking up a new appointment with the Ministry.

ALD. G. W. HUTSON has been appointed a member of the East Midlands Transport Users' Consultative Committee. **MR. E. W. CRAIG** has become a member of the Scottish committee, and **MAJ.-GEN. G. W. HODGEN** has become a member of the West Midland committee.

MR. W. T. N. WALFORD, buying manager in Birmingham for the Dunlop Rubber Co., Ltd., has been elected chairman of the Birmingham branch of the Purchasing Officers' Association. He succeeds **MR. A. B. SMITH**, chief buyer and executive officer of the Rover Co., Ltd.

DR. C. D. J. STATHAM has become general sales manager of Oldham and Son, Ltd. He was previously in charge of mining division sales. **MR. T. J. MARTIN**, previously controller of the S.L.I. sales division, becomes purchasing manager, and **MR. H. C. EDMONDS**, formerly export sales manager, takes over as home and export sales manager in the S.L.I. division.

Loss on Trams Offset Bus Profits

ALTHOUGH Glasgow Corporation motorbuses made a profit of £259,346 in the year ended May 31 and the trolleybuses £40,785, the remaining trams incurred a £577,003 deficit and the transport department as a whole lost £261,406, compared with a profit of £209,793 in the previous year.

This is revealed in the accounts submitted to the transport committee on Monday. The loss would have been £150,000 less if there had been no provision to repay a loan from the corporation made several years ago.

MR. E. R. L. FITZPAYNE, general manager of the undertaking, stated that reasons for a £291,000 drop in revenue were the effects of television and the greater use of private vehicles.

A sum of £42,000 was spent last year on the removal of tram tracks, and expenditure under this heading was expected to rise as tram conversion was speeded up. The cost, however, would be regarded as capital expenditure and repaid over 10 years.

Working expenses rose by £310,000 last year, and **MR. FITZPAYNE** commented that the abolition of fuel tax would save £400,000.

CLLR. J. BENNETT, committee convener, declined to comment on the possibility of an increase in fares.

MOST LONDON PARKERS COME FROM N.W.

MOST of the motorists who drive into London every day and park their cars on the streets in the West End and the City come from places within 10 miles of the centre. There is also evidence that the majority of parkers originates in the north-west of London and within 7½ miles of the centre.

This information is given in the final report of the special committee under the chairmanship of **MR. Alex Samuels** which was set up by the Minister of Transport in 1956 to survey parking in the inner area of London.

The committee publish a list of suitable streets to serve the north-west quadrant, where, if necessary, long-term parking might be permitted free of charge, and a shorter list of streets on the south of the river.

They reiterate their views that the use of the highway for long-term parking should be only a temporary measure until suitable facilities can be provided off the streets. The report was published on Wednesday by the Stationery Office at 3s. 6d.

"NO WAITING" EXTENDED

WAITING has been banned between 8 a.m. and 7 p.m. (except on Sunday) in additional streets in Slough. Twenty-three streets are affected. Loading and unloading for periods of up to 20 minutes are allowed, except between 8.30 a.m. and 9.30 a.m. and 4.30 p.m. and 6.30 p.m. in parts of High Street, William Street and Windsor Road. The new regulations came into force on Tuesday.

Hauliers May Lose Special A Licences

HAULIERS operating under special A licences are risking almost certain revocation if their vehicles are heavier than the weight specified on the licences. This is clear from recent decisions in the traffic courts, where applications for transfers to public A licence have resulted in the special A licence being revoked.

Experts consider that the only hope these hauliers have is to inform the Licensing Authority immediately of the discrepancies, rather than wait until they are brought to light at substitution inquiries.

One of the leading solicitors in the licensing field told *The Commercial Motor* that the misuse of application forms had brought about the present situation. Often they were signed in blank to allow the substitution of different vehicles. He believed that many operators, particularly in the north, would have to put their affairs in order if they were to avoid losing their licences.

In the past few weeks, Mr. J. A. T. Hanlon, Northern Licensing Authority, has revoked three special A licences because of weight discrepancies. At Carlisle on July 22, Mr. W. Stubbs and Mr. L. Stoddart each lost licences, and a week later Harker Bros., Appleby, had their licence revoked at Keswick.

This attitude by the Authority shows that hauliers should take heed of the warning given in *The Commercial Motor* last week about the danger of dealing in special A licences. Any haulier who has bought special A vehicles through dealers should check the specifications on the licence with those of the vehicle.

OLD-FASHIONED IDEAS STAY

ASPECIAL sitting of the Northern Traffic Commissioners to hear plans for varying bus services covering the Borrowdale Valley, in the Lake District, was cancelled last week because the applications were withdrawn. The two winter operators, Mr. T. Weightman and Mr. R. W. Simpson, had found strong opposition to their proposals from local authorities.

They first applied last February, when Mr. J. A. T. Hanlon, chairman of the Commissioners, commented on the old-fashioned principles governing services along the eight-mile valley. It was decided to hold a special sitting to consider the matter.

DARTFORD TUNNEL PROGRESS

HALF the under-river part of the Dartford-Purfleet tunnel had been driven and the remaining works were proceeding satisfactorily, Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, said last week. There was no reason to suppose that the tunnel would not open in 1962.

Lord Mancroft said in the House of Lords that further discussions on the use of the old Kingsway tram tunnel as a road would take place between London County Council and the Minister of Transport when the council had considered detailed estimates of cost.

New Road-Air Goods Service Begins

A NEW road-air freight service between London and Lille was inaugurated last week by Silver City Airways. As most loads are expected to originate in France, there are three journeys into London each week, compared with two outward flights. Departures from Silver City's freight depot at Chelsea Bridge are made on Mondays and Thursdays, with arrivals in France on Fridays and Mondays.

Minimum charge for consignments is £5, and rates range from 8d. per kilo for the first 250 kilos, to £18 per 1,000 kilos for loads over 5,000 kilos.

OIL COMPANY RETAIN SUPPORT OF P.V.O.A.

AN independent oil company, which stepped into the breach when London coach operators' supplies were threatened during the bus strike, is continuing to get support from the Passenger Vehicle Operators' Association. The Association say that the company's co-operation was appreciated, and their members feel secure in knowing that future supplies will not be jeopardized through industrial dispute.

"Deliveries were made within 24-48 hours and the fuel cost no more than hitherto," says the P.V.O.A. Bulletin. "The spirit supplied is of the highest quality."

The Association are offering to help members outside London and the Home Counties to make similar arrangements for fuel supply.

MICROGRAMS . . .

Safety Congress: The national safety congress will be held from October 7-9 at the Spa Royal Hall, Bridlington.

Nationalization Plan: The Government of Mysore, India, are preparing to nationalize all passenger transport at a cost of £6,000,000.

Due for Replacement: Sixty of Warrington Transport Department's 91 buses are now between nine and 12 years old and are due for replacement.

Firestone Move: More spacious premises have been built in Aberdeen for the Firestone Tyre and Rubber Co., Ltd. Their new address there is 41 Nelson Street.

Stainless Steel Cheaper: Prices of ferritic stainless-steel strips under 15 in. wide were reduced last week by between £15 and £35 a ton, depending on thickness and width.

New Ferodo Depot: A new sales branch was opened on Tuesday by Ferodo, Ltd., at 57 Upper Chorlton Road, Manchester, 16. It replaces the old Fennel Street depot and will accommodate larger stocks.

Ford Sell to Chrysler: The Ford Motor Co., Ltd., have sold their minority interest in the French vehicle-manufacturing concern Simca Societe Industrielle de Mechanique et Carrosserie to the Chrysler Corporation.

New Michelin Plant: A new factory, costing nearly £4m., is to be built in Burnley for the Michelin Tyre Co., Ltd. It will be completed in 1960, and will probably be devoted mainly to production of Michelin X tyres.

Car Hire Link: As part of a plan to obtain a nation-wide link-up of car-hire centres, Daimler Hire, Ltd., have made contracts with Prouts (Liverpool), Ltd., and Hire Drive (Plymouth), Ltd. Agreements in other major provincial cities are envisaged.

B.R.F. Attack Ban on Abnormal Loads

"AN astonishing decision" is how the British Road Federation have described the Minister of Transport's announcement that vehicles carrying abnormal loads may not use the Preston by-pass motorway. This route will be open later in the year.

"The Minister may have in mind allowing very heavy vehicles on motorways which have dual carriageways with three lanes, as distinct from Preston by-pass and, for example, the Ross Spur, which have dual two-lane carriageways. Such action would be unwarrantable in view of his existing powers to control the heaviest loads and because it is common sense that medium-heavy loads of more normal dimensions should use motorways without restriction," says the Federation in the current issue of their *Bulletin*.

"Not merely is there no justification for this ban, even experimentally—it is illogical and incongruous," it is added.

"T.T. CATTLE, SO LONGER HAULS REQUIRED"

BECAUSE Wiltshire had now turned completely to attested cattle, livestock haulage for longer distances was required, Mr. S. W. Nelson, Western Licensing Authority, was told at Bristol last week. Mr. Lionel Pike, a director of L. Pike, Ltd., Wootton Bassett (Wilts), said there was a large movement of non-attested stock into other counties. He asked for the radius of his B-licence vehicle to be increased to 200 miles.

Supporting evidence was given by Mr. H. Latham, of Dodds, Blackburn, Ltd., Cheshire livestock dealers. He said he attended Gloucester markets and had found that railway facilities were not always convenient or suitable.

For the British Transport Commission, Mr. L. Timmins said that as Pike's activities had now been fully defined he would not press the objection. The application was granted.

LICENCES FOR EIRE

HOLDERS of commercial-vehicle triptyques must now obtain road transport licences from the Department of Industry and Commerce, Kildare Street, Dublin, before taking commercial vehicles into Eire either for business or pleasure. This new requirement follows a change in the law.

Applications for licences to the Department should give full details of vehicles and the purposes for which they will be used. Licences, if granted, will be free.

FEWER FIRE STATIONS

FIRE brigades will be among the first to feel the effects of new roads and road improvements, according to Ald. H. Lumby, chairman of Lancashire Fire Brigades Committee. He said last week that, because travelling time would be cut, it would be possible in the future to let one new fire station do the work of two or three old ones.

German Makers' World Position Better

GERMAN manufacturers of commercial vehicles last year improved their relative position in world markets because output in the United States, the United Kingdom and Italy was below that of 1956, says the annual report of Daimler-Benz A.G., published last week. The company increased their output of commercial vehicles by 10.9 per cent. and of Unimog tractors by 18.8 per cent.

At December 31 last, commercial-vehicle export orders in hand were more than 30 per cent. greater than at the corresponding date a year earlier.

Last year, 6,438 goods vehicles were produced at the Stuttgart-Untertürkheim and Sindelfingen factories, 25,452 goods vehicles and buses at Mannheim, and 11,062 goods vehicles, buses and special tractors at Gaggenau. Because of difficulties created by new German transport legislation, the output of heavy commercial vehicles at Gaggenau dropped by 18.4 per cent.

Daimler-Benz exported 57 per cent. of the commercial vehicles from 1½ tons upwards shipped from Germany, and about 70 per cent. of vehicles of 3 tons and over.

The report emphasizes "a growing need for the German export industry to be granted cheap long-term credits in

Mr. Nelson Hears of Happy Hauliers

WHEN Western Transport, Ltd., Bristol, applied for two A-licence articulated outfits last week, Mr. S. W. Nelson, Western Licensing Authority, asked why no private hauliers had objected. In reply, Mr. F. E. Russett, a Western Transport director, said the reason was the "very happy working relationship" between free enterprise operators in the area.

For the applicants, Mr. T. D. Corpe said an agreement had been reached by the local road-rail negotiating committee and the British Transport Commission had withdrawn their objection. The normal user would be defined as "mainly timber and machinery, with return loads of general goods, 200 miles."

Mr. Russett said they operated 83 vehicles, 15 of them at the Berkeley base where additions were sought. Their main Berkeley customers were R. A. Lister and Co.,

Vehicles Differ from Authority's Records

SOME vehicles described in an application by W. Metcalfe and Sons (Transport), Ltd., Darlington, did not agree with those in the Northern Licensing Authority's records, it was stated at Stockton, last week. The Authority, Mr. J. A. T. Hanlon, adjourned the case for inquiries to be made.

Mr. J. Alison, a director, said he and Mr. G. Taylor acquired the company's share capital on April 1 and wanted to standardize the seven-vehicle fleet with A.E.C. units. The present fleet weight was 20 tons 5 cwt. unladen, and the seven new vehicles would each weigh 3 tons 17 cwt. There would be no increase in carrying capacity.

Replying to Mr. Hanlon, he said six of the vehicles were "flats" and one was a long-wheelbase tipper. He did not know that one of the "flats" was shown as a tipper in the 1957 renewal or that a second was

This Euclid five-axled dumper has a laden weight of 199½ tons and a capacity of 80 cu. yd. It has two Cummins 375-b.h.p. engines.



order to finance large foreign orders" for commercial vehicles.

In the first four months of the current year, production of commercial vehicles by Daimler-Benz A.G. was 31 per cent. higher than in 1957.

HEAVIEST HEAVY?

WITH a laden weight of 199½ tons and a capacity of 80 cu. yd., a converted Euclid LLD, operated by the Western Contracting Corporation, Sioux City, Iowa, is claimed to be the biggest truck in the world.

It was designed by Charles W. Jones Engineering Co., Los Angeles, to the requirements of the contractors. The engines, cab and frame from a Euclid LLD were modified to become the tractor portion of the 200-tonner. The two Cummins oil engines were equipped with turbo-superchargers to give 375 b.h.p. each.

Known as the Eucnik, the vehicle carries a 46-ft.-long dump truck and is 15½ ft. wide. The 18 wheels carry 18 by 33.00 tyres, and the maximum road speed is stated to be 35 m.p.h.

The truck has been in use at the site of the Oahe Dam on the Missouri River in South Dakota.

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manufacturers of marine engines, with whom they had a close working arrangement. Lister's had little warehousing space, so Western Transport stored the engines and castings.

Articulated vehicles were advantageous because trailers could be loaded without the tractors to give a regular flow of deliveries and to avoid bottlenecks arising. The vehicles would also help in the haulage of timber from Sharpness Docks.

Mr. Nelson granted the application, and congratulated the company on the way their case had been presented.

ASSENT FOR BUS BILLS

A BILL to enable local authorities to help bus undertakings to provide bus shelters and queue barriers on remote routes in Scotland has received the Royal Assent. It is the Local Government (Omnibus Shelters and Queue Barriers) (Scotland) Bill.

Another measure which received the Royal Assent last week was the South Lancashire Transport Bill, promoted to permit South Lancashire Transport Co. to wind up their trolleybus services, mainly in the Bolton area. Motorbuses will take over.

shown as a furniture van. With regard to normal user, this had been supplied to them by the original shareholder, and they were willing to amend the one on the application form.

Mr. Hanlon pointed out that the existing user covered the Northern Counties and occasional journeys to Scotland, the Midlands and Southern England. However, in the application the words "occasional journeys" were omitted in favour of "to customers' requirements."

According to the records, tippers and a furniture van were in the fleet, so any grant might mean additional long-distance platform vehicles and a complete change of work. In addition to checking the vehicle position, he would want to know the actual work which had been done.

Before the hearing, eight private objectors withdrew and two other objectors failed to appear.

BIRMINGHAM ROAD PLAN

PLANS for an underpass to relieve traffic congestion at Six Ways, Aston, Birmingham, are being prepared by Birmingham Public Works Committee at the Ministry of Transport's request. The project will cost about £1m. and will probably be started in about three years.



A. E. Farr, Ltd., Westbury, Wilts., used their new Foden FG8/80 tractor and Crane 45/60 eight-wheeled trailer when they carried a Ruston-Bucyrus 45-ton excavator to Hollins Green, near Warrington. The appliance is now working in a ballast pit from which sand is supplied for the Stretford-Eccles motorway by-pass project.

Westmorland Still Lacking Tippers

THE difficulty experienced by Westmorland County Council in securing haulage for road materials was mentioned again at Kendal, last week, when Mr. John T. Bryers, Tilberthwaite, Coniston, sought a new B licence. Mr. Bryers, who was unsuccessful in a similar application last May, asked for coal and coke within 12 miles of Ambleside, and goods within 35 miles for Westmorland County Council and others.

There were objections by six operators, but Mr. J. A. T. Hanlon, Northern Licensing Authority, granted the licence for Mr. Bryers' own goods and those of the council.

Mr. Bryers said most of his traffic was walling stone, but he had been offered work in the north of the county by the council. Some of the operators objecting to his application had refused to go to the north because they thought it was uneconomic, but he was prepared to travel that far.

For the council, Mr. J. A. Herbert, chief clerk for roads and bridges, said the shortage of hauliers in remote areas was marked. Two operators who had objected to Mr. Bryers' previous application had since refused to do similar work. Mr. Bryers had a three-way tipping vehicle which was suited to narrow lanes. He could be offered work for a considerable time as there were several road-widening schemes in project.

Answering Mr. F. J. McHugh, for the British Transport Commission, Mr. Herbert said the council did not pay for the running time to the job, but there was nothing to stop contractors leaving their vehicles on the site and travelling there by other means. Many did this.

Granting the licence, Mr. Hanlon warned Mr. Bryers that he could not carry for anyone except the council without permission.

TRAMWAY CLOSING

A TRAMWAY linking Grimsby with Immingham will probably close down by December 31, giving place to a joint service by the Lincolnshire Road Car Co., Ltd., and the Grimsby and Cleethorpes Joint Transport Undertaking. The tramway, operated by British Railways, has been in existence for nearly 50 years and carries 2,000 passengers—mainly workers—every day.

Improve Food Delivery, Says Liverpool M.O.H.

ALTHOUGH the type and construction of vehicles used for carrying bread and confectionery in retail and wholesale trades had improved during recent years, there were some aspects of delivery which could be improved, Prof. A. B. Semple, Liverpool Medical Officer of Health, has stated.

Loading doors should not be left open unduly long, particularly during bad weather when unwrapped bread and cakes were being carried. Some vanmen habitually left trays against the sides of vehicles, which caused them to become dirty.

He recommends that only wrapped goods be sold from vans, and that until all bread was sold wrapped that loaves should be taken between vans and shops only in covered containers.

Prof. Semple noted the high cost of equipping vehicles for food delivery, and the rapid deterioration of bodywork because of hard use. It was difficult to supervise the operation of vans after they had left their depots.

MUNICIPAL OPPORTUNITIES

Donegal County Council are to buy a number of oil-engined tippers.

Dumfries County Council are to buy a petrol-engined Land-Rover.

Salford City Council are purchasing a B.M.C. 5-ton short-wheelbase oil-engined tipper.

Bexhill-on-Sea Corporation have received consent to borrow £2,338 for the purchase of a refuse collector.

West Lancs Rural District Council are ordering a Karrier Loadmaster refuse collector and a Thames 2-ton van.

Ilford Corporation are recommended to buy five refuse collectors from Ray Powell, Ltd., Ilford, for £9,456.

Wallasey General Health Committee require a Thames 15-cwt. van and two sitting-case ambulances.

Bournemouth Fire Brigade Committee recommend the purchase of a Merryweather Marquis oil-engined pump escape estimated to cost £5,450.

Wakefield Corporation are buying a Bedford-Lacre sweeper at £2,310 and a Bedford emergency fire tender at £2,727 from Charles Wensley and Son, Ltd.

Southampton Corporation are advised to accept the tender of Furrows, Ltd., Shrewsbury, for the supply of a Thames 5-cwt. van costing £332 and three Thames 3-ton tippers at £2,843.

St. Albans City Council are recommended to buy a Karrier zully-emptier with Yorkshire equipment from Grimaldi Bros., Ltd., St. Albans, for £2,251, and a Bedford-Lacres oil-engined sweeper at £2,296.

Bradford Health Committee are buying three ambulances and a Vauxhall Victor sitting-case car from Alfresco Garage, Ltd. The transport committee are purchasing a Commer 30-cwt. van from the Thornton Engineering Co., Ltd.

Bus Overturned: No Front Brakes

THE front wheel brakes of a double-deck bus operated by Hebble Motor Services, Ltd., were not functioning when the vehicle overturned, Halifax Magistrates were told last week. The company denied using the bus with inefficient brakes, but were fined £20 and ordered to pay £17 6s. costs. The driver was fined £10.

Mr. M. Scott, prosecuting, said 43 people were injured in the accident. Hebble's night mechanic had admitted that he did not realize the front brakes of the vehicle had clockwise mechanism, whereas those at the back were anti-clockwise.

Mr. Mason, defending, said no manual was received with the bus on delivery or this would have been noticed. The company were given no guidance about adjusting the brakes.

COACH PLAN SHELVED

PLANS for building a new coach reception station at Scarborough have been shelved for four months. After a stormy meeting of the town council, during which several members walked out in protest, it was decided to consider the matter again in November. Earlier, the Mayor's casting vote had saved the £15,000 scheme from being rejected outright.

Cllr. J. W. Hardcastle, chairman of the Watch Committee, said the present coach park was too far from the sea so it was vital that trippers should be set down elsewhere. Cllr. N. Fuller replied that the scheme was impracticable and dangerous.

8s. 8d. RATE CONTINUES

THE central vehicle maintenance unit of Lancashire County Council is operating profitably, and it has been decided to retain the 8s. 8d. hourly rate charged for service. In the year ended March 31, the unit had £4,537 excess of income over expenditure.

HALIFAX BUS IDEA APPROVED

THE Yorkshire Traffic Commissioners have agreed to proposals by Halifax Corporation and Halifax Joint Omnibus Committee for three new through services. Six buses will be cut out, and about 50,000 more miles will be run yearly without extra cost.

B.E.T. Companies Warn of Cuts to Come: More One-man Buses

STERN warnings about further cuts in rural bus services were given last week by the chairmen of two companies controlled by the British Electric Traction Co., Ltd. Mr. John Spencer Wills, of the Western Welsh Omnibus Co., Ltd., and Mr. T. Robert Williams, of the Aldershot and District Traction Co., Ltd., both complained of the Government's attitude over the fuel tax and forecast that more of their services would have to be pruned.

Mr. Wills said receipts in the year ended March 31 dropped by £26,000 despite two fare increases and the fact that routes taken over from Green's Motors, Ltd., earned £76,000 more than the previous year. Expenses rose by £56,000, although fuel costs dropped by £30,000.

The drop in passengers was 8m. and, although mileage went down by 467,000 miles, the net profit declined from £169,000 to £90,000. At present, 58 per cent. of their routes were unremunerative, which amounted to 41 per cent. of mileage.

Drastic Cuts

"We propose shortly to introduce one-man buses on a number of suitable services as some slight easement of the difficulties regarding rural services," said Mr. Wills. "Drastic curtailment of many services and the actual abandonment of others is, however, inevitable. . . . There is the prospect in the near future of many parts of the country being left without any public transport services at all."

The Budget had added to their burdens instead of lightening them for the profits tax went up from 3 per cent. to 10 per cent.

"I am coming to feel that the Government's professed concern over rural services can only be regarded as hypocritical," he added.

During the year, Western Welsh bought 18 new coaches, and they placed orders for 32 double-deck buses, 24 single-deckers, 12 semi-coaches and six coaches.

Mr. Williams said in his report that Aldershot and District had suffered an 11.6 per cent. drop in passengers, so it was clear that any further costs could not be met by increased fares. However,

PROFIT AND LOSS

Warrington Passenger Transport Department. £16,500 loss.
South Shields Transport Department. £4,208 net surplus; £27,755 trading profit.
Romney Industries, Ltd., £40,058 profit before £24,631 tax. Year's dividend 12½ per cent.
Teeside Railless Traction Board. £16,614 working surplus. Revenue £165,209. Passengers 12m.
Sheepbridge Engineering, Ltd., £435,167 group net profit after £605,285 tax. Year's dividends 16 per cent.
Kirkstall Forge Engineering, Ltd., £103,261 net profit after £153,128 tax. Year's dividends 12½ per cent.
Atkinson Lorries (Holdings), Ltd., £44,420 group net profit after £63,521 tax. Year's dividend 20 per cent.
United Transport Co., Ltd., £435,241 net profit after £971,603 depreciation and £431,342 tax. Year's dividends 12½ per cent. on larger capital.
Derby Omnibus Department. £21,786 profit (trolleysbuses £29,181 surplus and motorbuses £7,395 loss), an increase of £9,444 on the previous year's figure. Receipts £744,983 (6.5 per cent. increase); working expenses £660,982 (5.8 per cent. increase). Mileage: trolleysbuses, 2.34 m.; motorbuses, 2.52 m. (total decline of 1.8 per cent.). Passengers: trolleysbuses, 27.52 m.; motorbuses, 25.88 m.

54 per cent. of stage routes were now being run at a loss, which amounted to 43 per cent. of their total mileage. It was a burden which could no longer be shouldered and further cuts would have to be made.

The company's policy of buying modern underfloor-engined vehicles had continued, and during the year they took delivery of another 23, all of which were suitable for one-man operation. It was hoped that the increased seating capacity would enable them to reduce the mileage of duplicate vehicles.

TO USE 12-SEATERS?

SSOME companies were, he understood, considering the use of 12-seat buses. Mr. Harold Watkinson, Minister of Transport, said last week. He was answering questions in the House of Commons about rural bus services. He added that the Ministry was trying to make progress in the improvement of country services.

Trader Cannot Charge Less than Dunlop Prices

THE trader who flew a pirate flag over his premises as a symbol of his opposition to price restrictions by motor accessory manufacturers lost a battle with the Dunlop Rubber Co., Ltd., last week. Mr. Justice Lloyd-Jacob, in the Chancery Division, granted Dunlop's an injunction restraining Mr. John Charles Clark, Huntly Road, Bournemouth, from selling their tyres at cut prices.

In a reserved judgment, the judge found that when Mr. Clark's Longlife Battery Depot, Bournemouth, sold a £6 6s. Dunlop tyre for £5 11s., Dunlop's letters patent were infringed. Mr. Clark would be restrained from selling or supplying their tyres on any terms other than those announced in Dunlop's price lists.

He also directed an inquiry as to any damages recoverable by the tyre company against Mr. Clark.

Dunlop's had put in an alternative claim to enforce their price conditions against Mr. Clark under section 25 of the 1956 Restrictive Trade Practices Act. However, the judge ruled that a tyre which was sold by Longlife to a Dunlop representative had been supplied to the trader before Section 25 of the Act came into force.

He said Mr. Clark had six retail shops where he had sold accessories since 1955, and he advertised new tyres at 12½ per cent. below list prices. Dunlop's complained to him and sent him a copy of their price conditions.

Later a representative bought a cut-price tyre, and it was Mr. Clark's claim that, because one of Dunlop's representatives agreed to a sale below list price, the conditions of sale had been waived. Such a contention was misconceived.

The judge ordered that Mr. Clark should pay half the costs.

SUBSTITUTION REFUSED

AN application by C. W. Sayers' Transport Services, Kirkby Stephen, Westmorland, to substitute an A-licence vehicle for one on special-A, was refused last week by Mr. J. A. T. Hanlon, Northern Licensing Authority.

For the applicants, Mr. J. S. Cairns, manager, said they carried paper from the Kendal area to Birmingham, Bristol, Dundee, London and other principal centres.

Mr. Hanlon said the vehicle Sayers had in mind was substantially different from the one being operated, and also had a bigger carrying capacity. There was not enough evidence for a substitution.

DANISH GRINDER BOUGHT

BELIEVED to be the first machine of its type in the country, a Danish Schou 330 grinder has been installed in the industrial engine division of F. Mitchell (Nottingham), Ltd. This machine, handled by Paddon Precision Tools, Ltd., can take cylinder blocks up to 30 in. high.

Mitchell's have also taken delivery of a Prince 8080 crankshaft grinder, which will take shafts up to 80 in. long.

New Transport Companies

G. E. Woodward and Co. (Haulage), Ltd. Cap. £500. Dirs.: George E. Woodward and Mrs. Dorothy Woodward, 8 Sutton Lane, Hounslow. Sec.: Eva L. Gaskin. Reg. office: 6 Gate Street, London, W.C.2.

Pugh's Express Motor Services, Ltd. Cap. £1,000. Dirs.: Walter W. Pugh, Mrs. Hilda M. Pugh and Dr. William V. N. Pugh, 3 Carlisle Street, Birkenhead. Sec.: Walter W. Pugh. Reg. office: 5 Carlisle Street, Birkenhead.

Thames Transport (Bermundsey), Ltd. Cap. £100. Dirs.: Miss Winifred Hunscomb, 130 Lower Road, London, S.E.16, and Thomas A. Corbett, 25 Longbridge Road, London S.W.5. Sec.: Winifred Hunscomb. Reg. office: 130 Lower Road, London, S.E.16.

Churence Transport Co. (Liverpool), Ltd. Cap. £100. Subs.: R. B. Sterry, 24 Martin Lane, London, E.C.4, and Y. Allen, 40 Woodcote Avenue, Wallington, Surrey.

J. Comery (Hauliers), Ltd. Cap. £2,000. Dirs.: James I. Comery, 18 Maylands Avenue, Breaston, near Derby; Francis E. Lindley, Springfield House, Longmoor Lane, Sandiacre, and Henry A. Morley, 11 Bramcote Drive, Wollaton, Nottingham. Sec.: H. A. Morley.

J. I. Comery. Reg. office: 7 Central Chambers, High Street, Long Eaton, Derby.

E. Inskip, Ltd. Cap. £10,000. Dirs.: Ernest Inskip, Shangri-La, Moor End, Bromham, Beds, and William J. Bushby, 30 High Street, Kempston, Beds. Sec.: William J. Bushby. Reg. office: 30 High Street, Kempston.

T. H. Brown, Ltd. Cap. £10,000. Dirs.: Thomas H. Brown and Laura Brown, 7 Bargate Avenue, Grimsby.

Leisureland, Ltd. Cap. £100. Dirs.: James R. Phillips, 5 Essex Court, London, E.C.4, and Joyce Smith, 11 Kings Road, London, E.4. Sec.: J. R. Phillips. Reg. office: 451-453 Brixton Road, London, S.W.9.

E. W. Pearce Transport, Ltd. Cap. £500. Dirs.: Edward W. Pearce and Mrs. Winifred A. Pearce, 2a Beckett Road, London, E.16. Sec.: Winifred A. Pearce. Reg. office: 2a Beckett Road, London, E.16.

Langley Plant and Haulage, Ltd. Cap. £2,000. Dirs.: Harold F. Johnson and Mrs. Olive G. M. Johnson, Glencoe, Spring Lane, Farnham Royal, Bucks. Sec.: Olive G. M. Johnson. Reg. office: 276 High Street, Langley, Bucks.

Rubery Owen Produce New Bogie

A NEW tandem-axle suspension unit to be shown in working model form by the Rubery Owen Co., Ltd., at the Commercial Motor Show, has a rated carrying capacity of 36,000 lb. on 9.00 by 20 in. 12-ply tyres at a net weight of 490 lb. for the complete bogie as fitted to a semi-trailer.

Designed also for use with driven axles, the R36-2A-1 unit is intended for under-frame installation by welding, and uses four leaf springs compensated by rubber-bushed central rocking arms. Location of the axles is effected by radius rods which are also rubber-bushed to eliminate lubrication. The springs have flat ends which move in rubber slippers at the mounting brackets.

Reserved at the moment for export markets, the tandem axle assembly and a single axle unit—with similar features but half the load-carrying capacity—will soon be offered in this country.

RAILWAY STATION TO BE CLOSED DOWN

MORECAMBE'S Euston Road Railway Station is to close from September 15 until next June, it was announced last week. The closure will take place in the middle of the resort's illuminations period, but the other two stations in the town will not be affected. Last winter Euston Road station closed on Sundays.

The announcement is expected to upset negotiations now taking place between Morecambe Transport Committee and Ribble Motor Services, Ltd., about a bus service between Euston Road Station and Heysham. The corporation will probably decide that services envisaged for the Promenade will not be adequate to deal with the influx of extra passengers at the Promenade station.

GIANT TRANSFORMER LOAD

CLAIMED to be the heaviest load ever carried by road through Lancashire, a transformer weighing 188 tons arrived at Newfield Power Station, Carlisle, from Liverpool last Saturday. B.R.S. (Pickfords), Ltd., were responsible for the movement.

The total length of the convoy, comprising a Scammell motive unit, trailer with load, and two Scammells pushing at the rear, was 145 ft.

New Fodens Coming

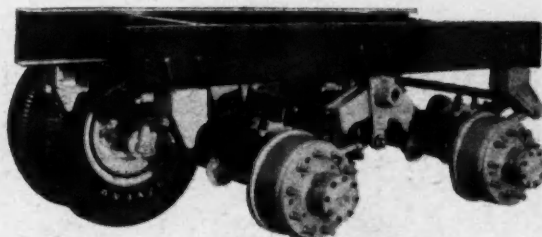
SEVERAL new models, including a dump truck with a payload capacity of 28 tons, and a 150 b.h.p. engine, were foreshadowed last week by Mr. James Wild, chairman of Fodens, Ltd., in his annual report. He believed that the engine would be the lightest and most compact unit on the market.

"The threat to renationalize road transport has made some operators reluctant to place orders for new vehicles and to expand their businesses," he said. "It is probable, therefore, that keen competition for business in the industry will continue."

CEYLON IS OFFERED 100 L.T.E. DOUBLE-DECKERS

AN offer of 100 "good as new" double-deck London Transport buses is being considered by the Ceylon Transport Board. Mr. Vere de Mel, chairman of the Board, said last week that he had been recommended to accept the offer, as the buses would be delivered for half price which was "a wonderful bargain."

The new Rubery Owen bogie. Its rated capacity is 36,000 lb. when 9.00-20-in. (12-ply) tyres are fitted.



"We should close the deal without delay or the chance will be lost," he said. "Taking into consideration the Middle East situation, it is essential that these buses are shipped out almost immediately."

The Ceylon Ministry of Finance is to be asked to approve the purchase of a total of 200 buses—110 altogether from London Transport and 64 with Mercedes-Benz chassis, plus 26 other units. The total cost will be about £525,000.

22,020 NEW VEHICLES

EXCLUDING cars and motorcycles, 22,020 new vehicles were registered in May, compared with 19,425 in April. In the first five months of the year 104,565 new vehicles were registered. The following table analyses the figures by classes:—

NEW REGISTRATIONS—MAY, 1958

Type	Petrol	Oil	Electric	May	Jan.-May
Hackneys	190	603	40	833	2,768
Goods:					
Agricultural	339	105	—	444	2,122
Showmen's	2	1	—	3	21
Local authorities' (watering and cleansing) ..	3	14	2	19	118
Tower wagons	5	1	—	6	34
Other goods	11,473	3,466	184	15,123	71,945
Total goods	11,822	3,587	186	15,595	74,240
Exempt vehicles	1,241	340	25	1,606	5,358
Tractors	9	78	—	87	273
Agricultural engines (£2 class)	192	3,701	6	3,899	21,926
Grand totals	13,454	8,309	257	22,020	104,565

Decision Reserved on "Ambitious" Request

DECISION was reserved by the North Western Traffic Commissioners, last week, on applications by Mills and Seddon, Ltd., who wanted to link picking-up points on three licences (*The Commercial Motor*, last week). Mr. F. Williamson, chairman, described the applications as "ambitious," and said he would need time to consider all the evidence that had been put before him.

The company sought permission to run from various points to Blackpool, Morecambe, Fleetwood and Cleveleys. This was strongly opposed by Mr. T. Boardman, a traffic assistant with Lancashire United Transport, Ltd., who claimed that existing express services would become uneconomic because of the abstraction which would result.

For the five road objectors, Mr. W. Blackhurst submitted that Mills and Seddon's request for an increased vehicle allowance was unusually large, and witnesses had not satisfied him that there

was sufficient demand. There were already ample facilities, and the public had never been neglected.

Mr. G. H. P. Beames, for British Railways, pointed out that in one instance Mills and Seddon wanted to link their picking-up points because of uneconomic operation, yet they were applying for more vehicles and more destinations. The customer should always come first, but this was an "applicant's application."

For Mills and Seddon, Mr. H. Backhouse said people wanting to travel were in excess of facilities and the company which were allowed to run period returns in July should be permitted to run them in September. If the big concerns created monopolies the public would suffer.

IPSWICH BUS OPERATION BEING EXAMINED

THE operation of Ipswich Corporation buses is being considered by a special sub-committee, Mr. F. J. Bradshaw, borough treasurer, stated last week when he presented his annual report on the undertaking. He told the council that during the year ended March 31 there was a loss of £11,185.

The accounts showed that general income was £317,905 compared with £319,545 the previous year. Motorbuses earned £132,056 and trolleybuses £181,561. Expenditure was £329,090, an increase of £6,189.

"Move Covent Garden Market": T.A.C. Dispute Runciman Report

IF the traffic problems associated with Covent Garden are ever to be satisfactorily solved, the market should be moved entirely to another site," says the report for 1957 of the London and Home Counties Traffic Advisory Committee. The committee disagreed with the Runciman Committee on Horticultural Marketing, who were opposed to the complete removal of the market.

The Runciman Committee had, the Traffic Advisory Committee maintain, given insufficient attention to traffic matters. The traffic problems caused by the London markets were of the greatest importance, both to the markets themselves and to the general public.

Congestion at Covent Garden arose from the extent to which loading and

parking space is again emphasized. The committee regret that the amount available decreased in 1957, as a result of a number of bombed sites being required for re-development.

Another matter to which attention is directed is the need for doing road work at times to cause the least interference to traffic.

ROWE'S FIRST SIX-WHEELER

THE first Rowe Hillmaster six-wheeled chassis has been produced by M. G. Rowe (Motors) Doublebois, Ltd., Liskeard, Cornwall. It is rated at 18 tons gross and, complete with 24-ft. light-alloy platform body, weighs about five tons unladen.

An A.E.C. AV 470 112-b.h.p. oil engine



This Rowe Hillmaster six-wheeler, the first of this make, was supplied to Archbolds (Freightage), Ltd., Jack Lane, Leeds, 10, by the Jack Lane Motor Co., Ltd., 88 Jack Lane. It has an A.E.C. oil engine and Boys third axle.

unloading necessarily took place in the streets, and from the large numbers of vehicles which had to come into Covent Garden from all over the country. Even if the market were reduced in size and rebuilt, so that loading and unloading need not take place in the streets, there would still be the problem of the many vehicles needing access to it. Streets in the vicinity were unsuited to heavy vehicles.

If the Government decided to set up a market authority, at least one member should represent the interests of transport users.

The Traffic Advisory Committee again stress the need to encourage the use of public transport. They think there may be cases where the provision of authorized long-term street parking places near railway stations, where there were insufficient off-street parking facilities, would be justified. Wide policy considerations would, however, be involved. The traffic circulation sub-committee are consulting 149 local authorities on the subject.

The urgent need for more off-street parking

is unit-mounted with an A.E.C. five-speed synchromesh gearbox. A Moss 10-ton spiral-bevel axle is used at the bogie, which has a Boys third axle as initial equipment. Clayton Dewandre air-pressure brakes are fitted.

Alternative power units include the Meadows 6DC 500 135-b.h.p. six-cylindered oil engine and the Gardner 5LW unit.

NO DIRECTION TO B.T.C.

WHEN Mr. Ernest Davies (Lab., Enfield East) asked Mr. Harold Watkinson, Minister of Transport, in the House of Commons last week, to direct the British Transport Commission to include among members of boards of management persons experienced in the organization of workers, he received a blank refusal.

Mr. Watkinson said it was a matter for the Commission. He agreed to inquire into the appointment of a successor to Mr. Harold Clay on the board of British Road Services, but pointed out that it was still the Commission's responsibility.

Wallace Arnold Seek More Excursions

By ingenuity and hard work, Wallace Arnold Tours, Ltd., were trying to attract traffic from their competitors through offering the "ginger bread." This was claimed last week by Mr. J. Evans, for the road objectors, when the Yorkshire Traffic Commissioners continued hearing Wallace Arnold's application for a further 47 excursion destinations (*The Commercial Motor*, July 25).

Mr. Evans, representing Rogers' Motor Coaches and Kitchin and Sons, Ltd., said it was ludicrous to suggest that Wallace Arnold suffered from a lack of variety on their licences.

In evidence, Mr. Kitchin said Wallace Arnold wanted another 32 excursions from Bradford, yet they already had 250 destinations. They could swamp Kitchin's, who had only 50, and if this application were granted every possible destination would be sealed off.

Mr. Rogers pointed out that Wallace Arnold had 165 destinations on their Leeds licence and were now seeking 15 more. He regarded the application with alarm as they would take traffic from existing operators.

For British Railways, Mr. T. B. Atkinson suggested that the half-day coastal excursion was the "magic pill" Wallace Arnold wanted to offer their customers. They would thus be attracted from day excursions and private transport.

Mr. F. Marshall, for Wallace Arnold, pointed out that they had been criticized for canvassing customers to give evidence, yet both road objectors had done the same thing for their own applications in the past.

Decision was reserved.

£108m. SPENT ON ROADS IN ENGLAND AND WALES

MORE than £108,600,000 was spent on roads in England and Wales during the year ended March 31, 1957. This was an increase of £10m. over the previous year. Altogether, 1,247 road improvement schemes were started during the year, including the first length of motorway—the Preston by-pass—and the Dartford-Purfleet tunnel.

This information is given in the Ministry of Transport's Report on Roads in England and Wales, published last week. The report points out that about 20,000 abnormal indivisible loads are now being moved every year, 90 of them heavier than 150 tons or wider than 20 ft. As a result 14 schemes were put in hand during the year, to strengthen and reconstruct bridges on routes between heavy industrial centres and the main sea ports.

BLACKPOOL BUS CUTS

WINTER bus and tram services operated by Blackpool Corporation are to be cut by about 200,000 miles, if the North Western Traffic Commissioners agree. The corporation hope to put the cuts into operation on October 21. Reductions will mostly affect evening and Sunday services.

Table 1 shows how 12 vehicles work through 72 days with four running and two idle Sundays away from base. Thirty-six nights' subsistence allowance is involved.

APART from improvements in vehicle design and reductions in taxation the most promising chances of cutting the costs of road transport lie in saving time by operating at higher speeds. These should be possible on a network of motorways. This presupposes that the unlimited speeds to be allowed on the Preston By-pass will apply to other motor roads.

It may seem to be entering the realms of fantasy to think in terms of average speeds of 40 m.p.h. when the terms under which the 30-m.p.h. limit will be worked by drivers of vehicles subject to the old 20-m.p.h. restriction have not even yet been settled, or even to believe that a 400-mile journey could be done in 11 hours.

Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Load	Outward	Unload	Reload	Return	Unload						
		Load	Outward	Unload	Reload	Return	Unload				
			Load	Outward	Unload	Reload	Return	Idle*	Unload		
			Load	Outward	Unload	Reload	Return	Unload			
				Load	Outward	Unload	Idle	Reload	Return	Unload	

* Not reckoned

40-m.p.h. Average Speeds for Motorway Routes

By
Arthur R.
Wilson,
M.I.R.T.E.



Locomotors, Ltd., Manchester, 17, converted this ex-Government Austin for the Marsham Tyre Co., Ltd. The vehicle is on 24-hour duty for the maintenance of the tyre equipment of heavy appliances at work on the new London-Birmingham motorway. Felco lifting gear and Ingersoll-Rand compressors are provided.

Table II indicates that at present 12 vehicles, averaging 17 m.p.h., require 98 days to do as much work as in 17 days on motorways. Subsistence allowances are called for on 62 nights.

Nevertheless, it was the boast of the "pirates" in pre-war days that a trip of this length could be done in 15-16 hours—not always, I should add, at the behest of unscrupulous employers. In Table I, I give figures for a hypothetical series of 12 loads carried in each direction over a 400-mile lead, all the vehicles being based at one terminal.

It is assumed that all the mileage is done on the motorway except in city traffic at the terminals, and that a 40-m.p.h. average is practical. The result may be compared with Table II, which is a schedule of the same operation under current conditions. It will be appreciated that the practical does not always work out the same as the theoretical, especially in long-distance haulage. Loading and unloading could not always be completed on Saturdays, and deliveries and collections around the terminals might take more than a day.

My calculations show a saving in time of 26 days, or over a quarter, for the same tonnage to be shifted. To maintain deliveries, having regard to the need for vehicle maintenance, it would need about 25 vehicles to keep up the service under today's conditions, but six or seven fewer on motorways.

Standing charges on this number of vehicles, double-time payments on Sundays and 26 nights' subsistence would be saved. Against this there would be the higher wages which motorway drivers would require, and greater costs involved in operating high-speed vehicles.

Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.
Load	Outward	Unload	Reload	Return	Unload								
		Load	Outward	Unload	Reload	Return	Unload						
			Load	Outward	Unload	Reload	Return	Unload					
			Load	Outward	Unload	Idle	Reload	Return	Unload				
				Load	Outward	Unload	Reload	Return	Unload				



The Trader

Oil-engined 7-tonner has Simple Specification and First-class Overall Performance : Acceleration and Hill-climbing Rapid, and Fuel Consumption Low

By John F. Moon, A.M.I.R.T.E.

(Left) The 100 b.h.p. output of the Ford 6D oil engine used in the Trader 7-tonner gives a lively hill performance with a simple four-speed gearbox and single-speed axle. Bottom gear was used for less than a minute during this ascent of Bison Hill.

The braking performance was a little disappointing for a comparatively new design and the figures obtained were not quite as good as can normally be expected from current

FEW British mass-produced 7-tonners are fitted as standard with a 100 b.h.p. oil engine, but the Thames Trader is an exception. In the case of the Thames design, the use of such a relatively high-powered engine greatly simplifies the transmission without detracting in any way from the overall performance, giving low initial cost and minimum maintenance.

The Trader has a conventional four-speed synchromesh gearbox and single-speed rear axle and these, in conjunction with the 242 lb.-ft. torque output of the 6D engine, combine to give first-class acceleration and hill-climbing ability, in addition to praiseworthy fuel economy.

So much power is available, in fact, that I think the standard rear-axle ratio—7.2 to 1—is a trifle too low for normal use in this country, particularly after having made tests with both this ratio and the next highest—6.8 to 1.

The vehicle offered for test was the 13-ft. 4-in.-wheelbase oil-engined chassis, the available frame space of which allows a 16-ft. 6-in. drop-sided body to be mounted. The specification is well known, but, briefly, it includes a hypoid-bevel banjo-type rear axle, 9-in.-deep chassis frame and Girling two-leading-shoe brakes with a Clayton Dewandre vacuum servo.

Tyres supplied with the 7-ton chassis are 8.25-20 in. (12-ply), which permit a gross weight of 10 tons 4 cwt., but 9.00-20 in. (10- or 12-ply) tyres are

(Right) Ground clearance is good and the standard chassis can be used with safety over rough ground. Cab entry is good by present-day standards and adequate grab handles are provided.



offered at extra cost. The standard Trader cab is available on the 7-tonners, and this has such praiseworthy features as good engine accessibility from outside and inside, efficient sound and heat insulation, plenty of space for the driver and passenger, good all-round visibility and reasonably easy access to the seats.

As supplied for test the lorry had a kerb weight of 3 tons 6½ cwt., and had the standard 7.2-to-1 rear axle and 7-ton 4-cwt. test load. A full series of tests was made with the vehicle in this condition, but it soon became apparent that a higher axle ratio would be beneficial from all viewpoints, not the least from that of economy. Acceleration times and the fuel-consumption rate recorded are shown in the data panel, however, and the braking figures were also obtained at this weight.

7-tonners. The test vehicle had moulded brake facings—these now being standard on all Traders in the interests of fade reduction.

Hand-brake efficiency was satisfactory, an average figure of 29.5 per cent. being obtained from 20 m.p.h. The hand-brake lever is well placed in relation to the driving seat, enabling a good purchase to be obtained for maximum power yet without the lever obstructing the floor space when in the "off" position.

With the 7.2-ton load, hill-climb and brake-fade tests were made on the ¼-mile 1-in-10½ Bison Hill. The climb, which was carried out in an ambient temperature of 61° F., took only 4 minutes 13 seconds and the coolant temperature rose from 168° F. to 188° F. Bottom gear was engaged for 55 seconds during the ascent.

The fade test was made by coasting

Takes Some Beating!

down the hill in neutral, keeping the speed down to 20 m.p.h. by means of the foot brake. The descent lasted 2½ minutes and the last ½ minute of this time was spent in top gear, driving at full throttle, to compensate for the reduced gradient towards the base of the hill. At the bottom a full-pressure stop from 20 m.p.h. produced a Tapley meter reading of only 34 per cent., showing a reduction in efficiency of 0.34g., compared with the 68 per cent. figure obtained with cold drums.

Although this test was severe, I was rather surprised by the degree of fade that had taken place in view of the use of moulded facings. The ½-ton overload that the vehicle was carrying at this stage could not be blamed for such a serious loss of efficiency (or for the earlier disappointing figures), and it is obvious that the Trader 7-tonner will be used in service with even greater overloads.

While on the hill the lorry was returned to the steepest part—a 1-in-6½ section—and here it was stopped. The hand brake held it safely, although the drums were still hot from the fade test, and then several smooth restarts were made, using bottom gear and only an eighth of the total throttle-pedal travel.

A few days after these initial tests

However, it was immediately apparent that the high-ratio axle had improved the general performance of the vehicle, even though the maximum speed was increased by only 3 m.p.h. to 44 m.p.h. The outstanding top-gear performance was improved, both on hills and in traffic, and the tests were

gear was used when starting from rest, this ratio being adequate for starting on level roads and minor hills.

A set of figures taken when starting in bottom gear showed that about a second could be clipped off the time to reach 30 m.p.h., although, because the change into second gear from first is rather awkward, I imagine that most drivers will prefer to use second.

When making the direct-drive tests



The good steering lock and three cab rear windows simplify reversing into narrow driveways. The steering never becomes heavy at the low speeds normal during such manoeuvres.



Good acceleration gives the Trader a lively start from traffic lights, whilst the light handling characteristics help to cut down traffic delays. Good forward vision is a strong point.

the Trader was returned to me with the 6.8-to-1 axle ratio installed. Unfortunately, at the same time, the payload had been reduced by 6½ cwt. to bring the gross weight nearer the recommended figure of 10 tons 4 cwt. This meant that I could not make direct comparisons between the two sets of figures.

to show that the higher ratio gave better acceleration and faster hill-climbing.

Acceleration tests revealed an improvement of 4.7 seconds in the time taken to reach 30 m.p.h. from a standstill, whilst the direct-drive time between 10 m.p.h. and 30 m.p.h. was cut by 4.9 seconds. As before, second

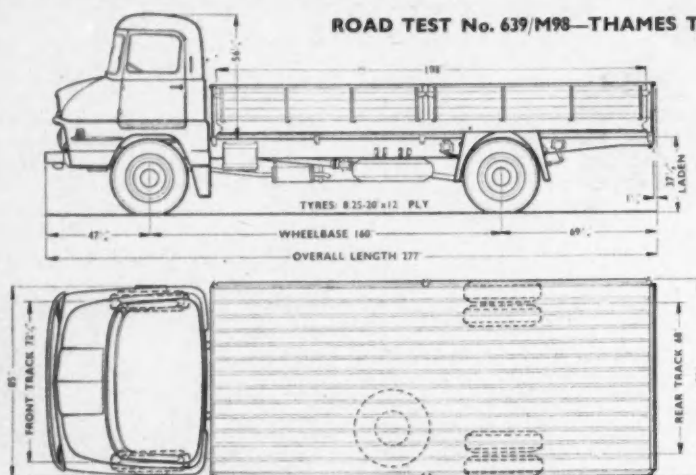
it was noted that the transmission was commendably smooth from 10 m.p.h. upwards, whilst with the lower-ratio axle and the heavier test load the engine had pulled away smoothly from 7 m.p.h. in top gear—a remarkable performance. The good direct-drive times prove the excellent top-gear performance.

The higher axle ratio brought about a faster ascent of Bison Hill, the climb being made in 4 minutes 3 seconds. Bottom gear was used for the same length of time as before, but although the ambient temperature was slightly higher—63° F.—the coolant-temperature rise was less marked, the final figure being 182° F.

While descending the hill the vehicle was stopped on the 1-in-6½ section and the hand brake was checked for efficiency facing downhill. It held the vehicle easily, following which a restart was made in reverse without the slightest difficulty. The lorry was then turned round and the restart was repeated facing uphill.

Once again the hand brake was satisfactory and a bottom-gear restart was then made using less than a quarter throttle. Incidentally, bottom and reverse ratios in the current gearbox

ROAD TEST No. 639/M98—THAMES TRADER OIL-ENGINED 7-TONNER



MODEL: Thames Trader 13-ft. 4-in. wheelbase forward-control 7-ton chassis with Ford oil engine, standard cab and 16-ft. 6-in. drop-sided body.

WEIGHTS:	Tons	cwt.	qr.
Unladen (kerb weight)	3	6	2
Payload	6	17	2
Driver, observer, etc.		3	2

DISTRIBUTION:	10	7	2
Front axle	3	8	3
Rear axle	6	18	3

ENGINE: Ford 6D six-cylinder direct-injection oil engine; bore 100 mm. (3.94 in.); stroke 115 mm. (4.52 in.); piston-swept volume 5.416 litres (330 cu. in.); maximum net output 100 b.h.p. at 2,500 r.p.m.; R.A.C. rating 37.3 b.h.p.; maximum net torque 242 lb.-ft. at 1,500 r.p.m.

TRANSMISSION: Through 12-in.-diameter single-dry-plate clutch to four-speed synchromesh gearbox, thence by two-piece propeller shaft to the fully floating hypoid-bevel rear axle.

GEAR RATIOS: 6.492, 3.092, 1.696 and 1 to 1 forward; reverse 8.007 to 1; rear-axle ratio 6.8 to 1. (Also tested with 7.2-to-1 axle.)

BRAKES: Girling hydraulic system with two-leading-shoe units at all wheels and Clayton Dewandre vacuum servo. Hand brake linked mechanically to rear wheels only. Diameter of drums, front, 16 in., rear, 15.25 in.; width of facings, front, 3 in., rear, 4.25; total frictional area 436 sq. in., that is 40.5 sq. in. per ton gross weight as tested (b).

FRAME: Pressed-steel channel section with six pressed-steel cross-members riveted in position.

STEERING: Worm and roller.

SUSPENSION: Semi-elliptic springs, with helper springs at rear axle and dampers at front axle.

ELECTRICAL: 12v. compensated-voltage-control system with 129-amp.-hr. battery.

FUEL CONSUMPTION: (a) 6.875-ton payload

and 6.8-to-1 axle—17 m.p.g. at 28.8 m.p.h. average speed; (b) 7.2-ton payload and 7.2-to-1 axle—15.7 m.p.g. at 28.75 m.p.h. average speed, that is 176 gross ton-m.p.g. as tested (a), giving a time-load-mileage factor of 5.069.

TANK CAPACITY: 20 gal., range approximately 340 miles.

ACCELERATION: (a) 6.875-ton payload and 6.8-to-1 axle—through gears, 0-20 m.p.h., 12.1 sec.; 0-30 m.p.h., 23.6 sec.; direct drive, 10-20 m.p.h., 14.5 sec.; 10-30 m.p.h., 29 sec.; (b) 7.2-ton payload and 7.2-to-1 axle—Through gears, 0-20 m.p.h., 13.1 sec.; 0-30 m.p.h., 28.3 sec.; direct drive, 10-20 m.p.h., 16.9 sec.; 10-30 m.p.h., 33.9 sec.

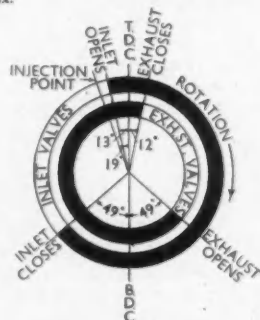
BRAKING: 7.2-ton payload—from 20 m.p.h., 27.5 ft. (15.75 ft. per sec. per sec.); from 30 m.p.h., 57.5 ft. (16.9 ft. per sec. per sec.).

WEIGHT RATIO: 0.482 b.h.p. per cwt. gross weight as tested (a).

FORWARD VISIBILITY: To within 10 ft. of front bumper at ground level on centre line.

TURNING CIRCLES: 53 ft. both locks.

MAKERS: Ford Motor Co., Ltd., Dagenham, Essex.



FIRING ORDER: 1-5-3-6-2-4
COMPRESSION RATIO: 16:1
VALVE CLEARANCE: 0.015"

used throughout the Trader range are lower than when the models were originally introduced, the earlier ratios being 6.398 and 7.82 to 1 respectively.

As before, the fuel-consumption test was made along my usual six-mile undulating route between Barton and Clophill, on the A6 road. This short route has been employed many times and invariably gives the sort of fuel figure that operators can expect to average in normal service. The test was made by driving at up to 35 m.p.h. and the result obtained was 17 m.p.g., the average speed being 28.8 m.p.h.

This showed an improvement of 1.3 m.p.g. over the figure yielded with the lower axle ratio and the slightly heavier load, but even more remarkable is the fact that this figure is above average for this class of vehicle, including some chassis that make use of overdrive ratios and two-speed axles to enhance economy.

In addition to the low-ratio axle originally fitted to the test vehicle, a two-speed axle is offered as a further option. In view of the highly satisfactory all-round performance with the 6.8-to-1 axle, however, the two-speed unit would be advantageous only

when the chassis was to be grossly overloaded or used as a 12-ton tractor unit, although for normal purposes it should give a higher top speed, of course, and possibly even greater economy, particularly when running empty. At a guess, I should say the vehicle as tested would have returned 26-27 m.p.g. unladen.

Although I did not take braking figures with the reduced payload, the maximum retardation felt no better, and serious fade was again noted when descending Bison Hill, even though on this occasion the descent was made with third gear engaged. On both days the pedal travel had increased by at least 3 in. and the pedal finished up not far short of the floorboards.

Once the braking has been improved I feel confident that the Trader 7-ton chassis will prove to be one of the most successful models to have been introduced in this country for many years. Not only do the performance figures show it to be a most attractive proposition, but the price is competitive and the general handling of a high standard.

At all speeds on the road the engine was quiet and the heat insulation was

equally good. The steering was pleasantly light at normal speeds without becoming too heavy at a walking pace, and the castor action was just right. Power assistance is offered, but is hardly necessary, as the vehicle is easily manoeuvrable at any speed, with no trace of wander at high rates.

The suspension felt rather firm, but it was never uncomfortable and, if anything, tended to improve the general road holding and handling, particularly when cornering quickly. The gear change was reasonable, apart from the difficulty of engaging second gear, and the synchromesh, although not unbeatable, undoubtedly saved time and effort. The engine was commendably smooth at all speeds, no vibration being transmitted to the cab.

The standard Thames Trader 13-ft. 4-in.-wheelbase oil-engined 7-ton chassis has a basic price of £1,115, and the British purchase tax payable is £247 5s. 9d. The cab adds only £70 to the basic price, whilst the 16-ft. 6-in. timber drop-sided body costs a further £110. Additional equipment fitted to the test vehicle included flashing indicators (£8 2s. 6d. including tax) and single heater and demister (£10 10s.).

New Equipment and Processes



Two stainless-steel sinks with large draining areas are incorporated in this bench for servicing fuel injectors. It is supplied by Leslie Hartridge, Ltd.

Clinical Service for Injectors

A SERVICING bench for fuel injectors supplied to the Rover Co., Ltd., by Leslie Hartridge, Ltd., Buckingham, demonstrates a good layout of equipment for carrying out efficient servicing on these important components.

The bench is constructed of mild-steel angle and sheet metal with a plastics-surfaced splashback. A stainless-steel sink with large draining surfaces is fitted on each side of the bench, each having a separate cleaning-oil supply and filtration plant. Dismantling jigs are provided at each sink and the centre section accommodates apparatus for cleaning nozzles and their holders by pressurized air or oil.

Plastic-steel Kit

OBTAINABLE from E. P. Barrus (Concessionaires), Ltd., 12-16 Brunel Road, Acton, N.3, an emergency repair kit of plastic steel is the latest addition to the range of Devcon products.

The plastic steel, which is approximately 80 per cent. steel and 20 per cent. plastics, may be applied alone or spread on laminated glass tape to use as a bandage. A hardening agent is added to the steel after application and setting takes two hours. The steel will harden in water, as it does not depend on evaporation for this process.

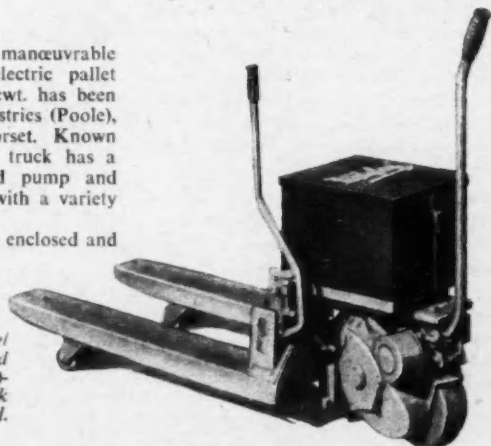
The plastic, which when hard has most of the properties of solid metal, may be used to repair pressure containers. The kit, which contains 1 lb. with equipment for applying it, costs £1 14s.

10-cwt. Pallet Truck

A COMPACT and manoeuvrable pedestrian-controlled electric pallet truck for loads up to 10 cwt. has been introduced by Wessex Industries (Poole), Ltd., West Street, Poole, Dorset. Known as the model E.412P, the truck has a manual or power-operated pump and ram and can be supplied with a variety of fork lengths and widths.

The power unit is totally enclosed and

The new Wessex model E.412P pedestrian-controlled electric pallet truck for 10-cwt. loads. A variety of fork lengths and widths is offered.



comprises a motor with automatic armature braking, reduction gearing and controller. In the same housing are a three-stud ball-bearing wheel hub and tapered-roller-bearing steering head, driving a detachable 10-in. by 3-in. bonded-solid rubber-tyred wheel.

An Exide 12-v. 87 amp.-hr. traction battery is supplied in a detachable steel case, complete with socket for the Westinghouse VZ 6/10 charger.

Bi-metallic Thermometer

DESIGNED to blend with normal dashboard instruments, a small thermometer for recording air temperatures is being marketed by the Pool Clock Co., Ltd., 30 City Road, London, E.C.1.

Made in Western Germany and known as the Sundo, the thermometer works on the bi-metallic strip principle, giving accurate readings. The dial is circular with white lettering on a black background. The domed glass front is practically unbreakable and the unit is attached to any surface with a polythene sucker.

The thermometer, which records from minus 20° F. to plus 115° F., costs 12s. 11d.

New Slewing Rings

A NEW type of slewing ring for cranes, excavators, derricks, turntables and so on, is to be manufactured in the United Kingdom by the Roballo Engineering Co., Ltd., 43 Dover Street, London, W.1. The ball-bearing-mounted rings are stated to be of entirely new

design and can impart horizontal, vertical or angled slewing movements. They are claimed to be particularly suitable for machinery with high axial and radial stresses and high tilting moments.

In addition to the ball-bearing slewing rings, large-diameter wire-race ball-bearings are also to be made available for continuous rotating machinery.

Body Repairs Simplified

A WIDE range of hydraulic power tools of interest to the body repairer is marketed by E. P. Barrus (Concessionaires), Ltd., 12-16 Brunel Road, Acton, London, W.3. A recent addition is the Porto-Power BA-30 multi-grip bench-arm assembly, which enables the operative to have both hands free to work on off-the-vehicle body repairs.

The unit comprises two universal bench arms with guide tubes, grip plates and vice pliers, and a metal fence with locking



The Sundo bi-metallic thermometer for recording air temperature may be mounted on the dashboard.

bar and threaded socket plate for bench fitting. The arms extend 22 in. from the front of the bench and the standards swing through 360° and can be locked in position. Angle plates and the fence are fabric-faced to avoid damage to the workpiece and the arms are retractable under the bench when not in use.

Quicker Washing

KWIKLEEN is the name of a vehicle-washing shampoo marketed by J. C. Oxley's Dyes and Chemicals, Ltd., 209-213 Hanworth Road, Hounslow, Middx., in bulk quantities and in 2s. 9d. tins. The directions state that no leathering is required after rinsing with clear water, following application of the solution, and that better results may be obtainable if a little of the fluid is put in the water used for sluicing.

A member of the staff of *The Commercial Motor* tried the product with reasonable satisfaction, saving time by not having to leather the whole of his car, although he considered it advisable to remove smears from the glass. It was comparable with other shampoos in removing dirt and was economical in use.

*New Dennis 3-tonner for Parcels Delivery
has Near-side Corner Entrance to Cab, Perkins
Engine Above Set-back Front Axle and Flat
Floor 3 ft. 6 in. High*

CAREFUL consideration of the immediate needs of parcels-van operators has led to the evolution of the Paravan 3-ton delivery chassis, announced today by Dennis Bros., Ltd., Guildford. One of the more obvious advantages of the new design is the low height of the entrance platform, which is ahead of the front wheels and thus gives easy access to the driving seat and body interior from each side.

The simple frame layout encourages a variety of body designs to suit widely differing needs, but the standard Dennis body contains such features as a corner front entrance, flat driving platform, front steps into the body, 3-ft. 6-in. average floor height and a large translucent roof panel. All these features were incorporated in the body suggested in the article "The Parcels Vehicle of 1968," published in *The Commercial Motor* on June 20.

First Two for Essex Carriers

In fact, one of the joint authors of that article, Mr. R. B. Brittain, has co-operated with Dennis Bros. in the final design of the new vehicle. It is no coincidence that the serial letters assigned to the chassis are SX, Mr. Brittain being managing director of Essex Carriers, Ltd. The first two Paravans have been ordered by Mr. Brittain. One is scheduled to go into service this week and the second is being prepared for the Commercial Motor Show next month.

The standard model has a wheelbase of 11 ft. 9 in. and the overall chassis length is 22 ft. 3½ in., the front overhang being 4 ft. 11½ in. A shorter-wheelbase chassis is also contemplated to suit specialized needs, but the standard vehicle can accommodate a 600-cu.-ft. body, plus integral cab; the interior payload space is 15 ft. 9½ in. long. The chassis has a swept circle of 51 ft. 7 in. on right lock and 53 ft. 11 in. on left lock, the difference being caused by the corner entrance.

With the standard 7.00-20-in. (10-ply) tyres the laden frame height is 2 ft. 6 in., which permits a flat-floored body to be mounted to give laden and unladen heights of 3 ft. 4 in. and 3 ft. 8 in. respectively. Because of the dropped front frame extension, the laden entrance-step height is only 1 ft. 6½ in. The maximum chassis width—6 ft. 5¼ in.—is in the vicinity of the rear tyres, so that bodywork with an overall width of less than 6 ft. 9 in.—the width suggested in the June 20 article as being the maximum suitable for parcels-delivery work—can be employed.

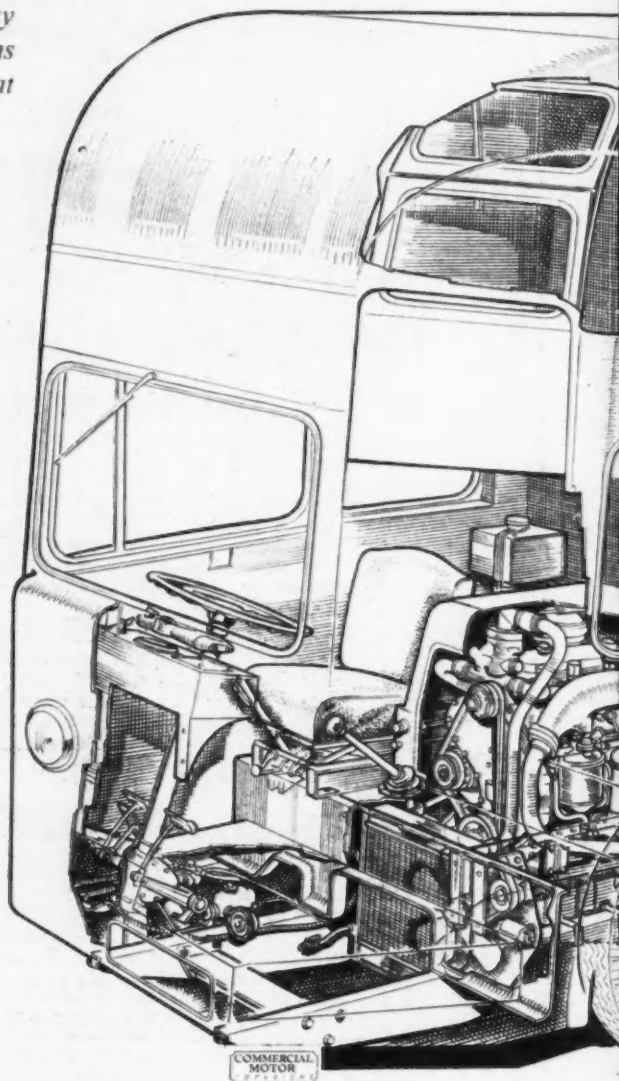
Four-cylindered Oil Engine

The Perkins P.4 (V) four-cylindered indirect-injection oil engine is governed to 2,400 r.p.m., at which speed the gross and net power outputs are 55 b.h.p. and 49 b.h.p. respectively. The net torque output of 128 lb.-ft. occurs at 1,400 r.p.m. Unlike the Stork, which has a six-cylindered underfloor engine, the Paravan has its engine mounted vertically above the front axle, where it is claimed to be more accessible than an underfloor unit without obstructing the entrance.

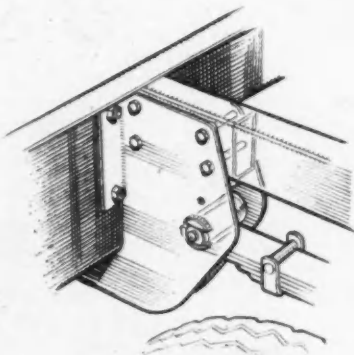
Basically, the Perkins engine is standard, and it is fitted with an oil-bath air cleaner, Cromard cylinder liners and a remotely mounted paper-element fuel filter which is carried on the frame immediately ahead of the 15-gal. fuel tank.

A noticeable departure from standard Perkins practice, however, concerns the position of the fan and its drive.

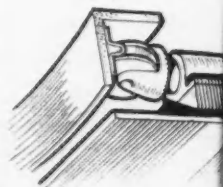
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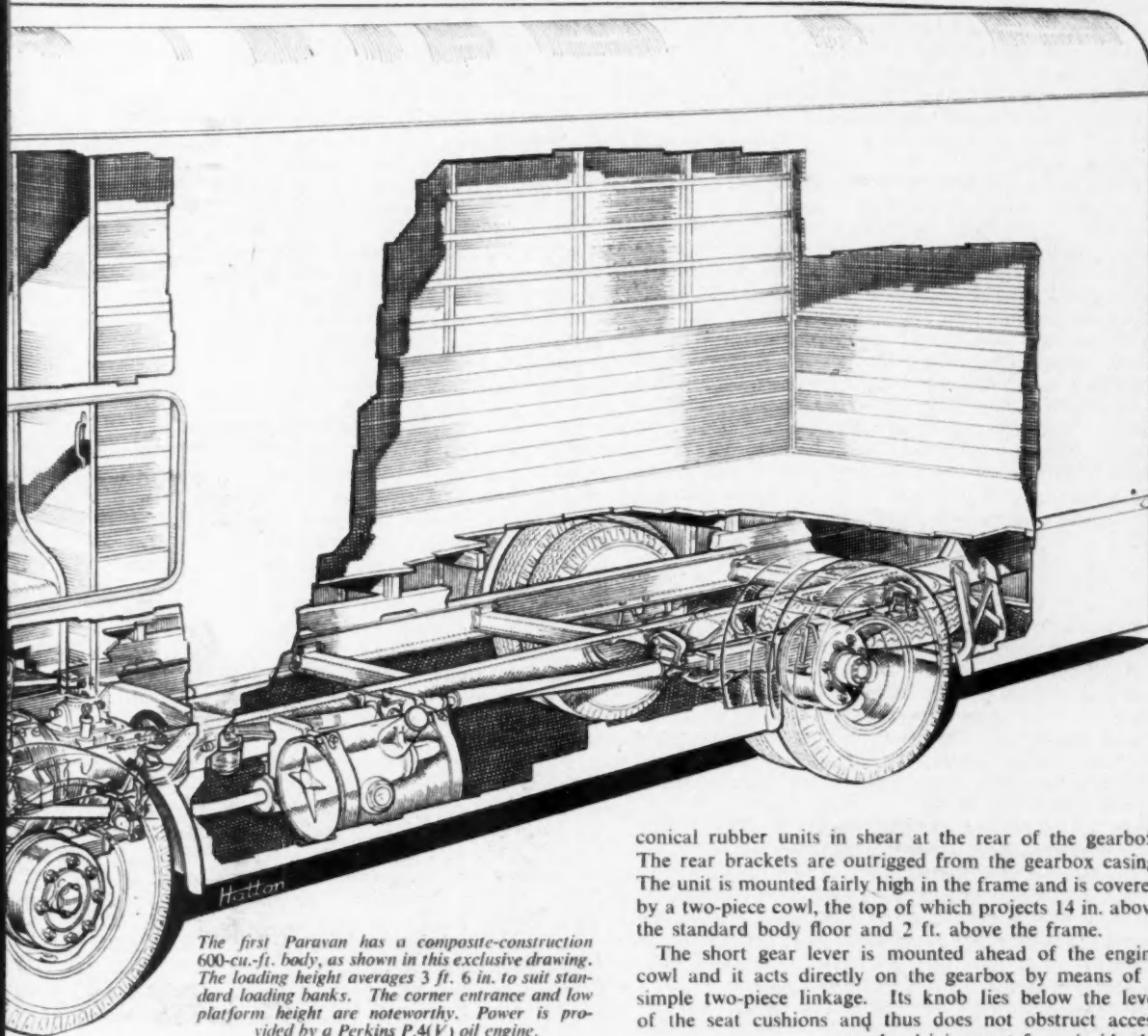
PLAN



(Above) The front extension has deep webs where attached to the main frame, additional bracing being given by the Z-section cross-members. Each pair of webs forms the front-spring front-mounting point.



(Below) The four-piece door in the near-side front of the Paravan runs in a track formed from a section guide rail mounted on angle-iron. The rollers are loaded.



The first Paravan has a composite-construction 600-cu.-ft. body, as shown in this exclusive drawing. The loading height averages 3 ft. 6 in. to suit standard loading banks. The corner entrance and load platform height are noteworthy. Power is provided by a Perkins P4(V) oil engine.

conical rubber units in shear at the rear of the gearbox. The rear brackets are outrigged from the gearbox casing. The unit is mounted fairly high in the frame and is covered by a two-piece cowl, the top of which projects 14 in. above the standard body floor and 2 ft. above the frame.

The short gear lever is mounted ahead of the engine cowl and it acts directly on the gearbox by means of a simple two-piece linkage. Its knob lies below the level of the seat cushions and thus does not obstruct access to the driving seat from inside the vehicle. Similarly, the hand-brake lever is very short to avoid the driver catching it when entering from the off side.

A two-piece propeller shaft with a Layrub joint immediately behind the gearbox and Layrub rubber-mounted centre bearing is employed. It takes the drive to the fully floating hypoid-bevel rear axle which is similar to that employed in the Heron. The standard axle ratio is 6.83 to 1, with the option of 5.57-to-1 final-drive gearing for use in relatively flat areas. The front axle also is similar to that used in the Heron, with the exception of the steering-arm angles.

Girling two-leading-shoe hydraulic brakes are carried on both axles. The drums in both cases are 14 in. in diameter. The front and rear moulded facings are 2½ in. and 3½ in. wide respectively, giving a total friction area of 322 sq. in. A servo is available as an extra, but is not fitted as standard in view of the relatively low gross weight rating.

Single-rate semi-elliptic springs are used at both axles. Although there are no dampers, operators of this type of vehicle who have already driven the Paravan chassis say that the ride is at least as good as that given by more

B17

ED FOR PARCELS

The radiator is mounted low in the chassis frame and the 18½-in.-diameter six-bladed fan is carried on the front engine-mounting plate below the level of the crankshaft centre line, where it is driven by a single V-belt, a separate belt driving the dynamo in the conventional manner. The radiator is slung between the frame side members from two rubber mountings and is used in conjunction with a header tank to ensure that the system is filled properly. It is pressurized to 4 p.s.i.

Mounted in unit with the engine is a four-speed gearbox having synchromesh engagement of second, third and top gears. The gearbox is similar to that employed in the Heron and Stork and has forward ratios of 5.77, 3.028, 1.703 and 1 to 1, reverse being 6.915 to 1. The 10-in.-diameter clutch is hydraulically actuated.

The engine-gearbox unit has a four-point mounting, there being two Metalastik rubber sandwiches in compression and shear at the front of the crankcase, and two Metacone

complicated suspension systems. Burman worm-and-peg steering with a free-standing column is fitted, and the steering gear ratio is 27 to 1.

The drop arm is to the right of the steering box, but it is cranked sharply, so that it passes under the box. In this way it has been possible to mount the column well over to the off side of the chassis without the drag link interfering with the steering lock.

Fitted bolts are used throughout the assembly of the frame, which has a simple layout despite its specialized application. The main side members, which are of manganese steel, are $\frac{1}{4}$ in. thick and have a constant depth of 6 in., the flanges being 2½ in. wide. The side members are flat and parallel throughout and extend 2 ft. 3½ in. ahead of the front-axle centre line. Bolted to the front of the members is an extension, consisting of two channel-section welded fabrications, cranked so that their upper edges lie 1 ft. 2 in. below the upper flanges of the frame.

The frame width is 2 ft. 6½ in. and bracing is provided by three top-hat section, one banjo-channel, one Z-section and one boxed top-hat-section cross-members. The banjo-channel provides the mounting point for the rear of the engine-gearbox unit, whilst the Z member braces the front of the chassis where the extension joins the main members. A flat plate, bolted to angles, forms the mounting member for the front of the engine.

Bodies up to 650 cu. ft.

The chassis is rated for a payload of approximately 3 tons. The recommended gross weight is 5 tons 16 cwt., with a front-axle limitation of 1 ton 19 cwt. Although the standard body built by Dennis Bros. has a capacity of 600 cu. ft., the chassis is suitable for bodies of up to 650 cu. ft. capacity, subject to the recommended gross weight not being exceeded. The kerb weight of the chassis only, complete with 12-v. batteries and spare wheel, is approximately 1 ton 18 cwt.

Two types of body are to be offered by Dennis, both having the same general shape and differing only in respect of the material used. Both are based on timber frames, but the first one to be taken over by Essex Carriers, Ltd., will have Plymax metal-faced plywood panels, whilst the second van, which is to be shown at Earls Court in partly sectioned form, will have flat plastics panels, colour-impregnated in the Essex Carriers livery.

The general design of the body, which includes the cab, is reasonably straightforward. The sides are flat to a point ahead of the front axle, and the timber floor has no wheel-

boxes when used in its parcels-van application, because of the standardized loading-bank height of 3 ft. 6 in. The rear of the body is closed by a timber-slatted roller shutter and 2-ft. tailboard, whilst the roof in both versions incorporates a 14-ft. by 3-ft. translucent plastics panel.

It is intended that the rear of the vehicle should be used only when loading at the depot and that deliveries should be made from the front of the vehicle, thus relieving the driver of the responsibility of locking the shutter and tail-board each time a delivery is made.

For this reason a 2-ft. 8-in.-wide corner entrance has been chosen, this lying at an angle of 45°, so that the driver can enter or leave the vehicle either through the side or the front. The door, which is 6 ft. 3 in. wide, is in four sections, the centre two of which are glazed. These sections run in a roller track and lift upwards, so that, when fully raised they lie across the vehicle under the cab roof and thus form no obstruction to the entrance.

Three Steps to Goods Platform

The first step to the platform is 1 ft. 6½ in. above the ground and is rather shallow; the driving platform is 4½ in. above it and extends across most of the width of the front of the vehicle. Behind the main platform there is a third step 12 in. higher which extends across the front of the engine cowl up to the near-side body panel and forms an intermediate step up to the main body floor, 10 in. higher.

In the vans supplied to Mr. Brittain a partition and sliding door are being fitted behind the engine cowl, this partition giving an opening of 2 ft. 10 in. in the near side of the body, which reduces to 2 ft. alongside the engine cowl. A forward-hinged door is provided in the off side of the body ahead of the front wheel and has a drop window. Behind both doors the body side is glazed as far back as the partition to give the driver increased side vision. The one-piece flat windscreen has a single wiper and only one headlight is fitted. Two lights are installed in the van body and a fully equipped instrument panel is clamped to the steering column.

The Paravan with standard body has an overall length of 22 ft. 7 in. and the maximum width of 6 ft. 9 in. includes side rubbing rails. The approximate laden height is 10 ft., whilst the interior height on the centre line is 6 ft. 6 in. The interior body length is 15 ft. 9½ in. behind the partition. The rear aperture is 5 ft. 7 in. high and 5 ft. 9 in. wide, and 2-ft.-high tongued-and-grooved boarding is provided down the inside of the body, above which there are six evenly spaced aluminium slats to afford further protection.

A LEYLAND 11.1-litre engine is installed in a Scammell Mountaineer 17-ft. wheelbase tractor which has been supplied to Esso Standard (Libya), Inc., by the General Trade and Motor Co., Tripoli, Libya, to haul oil-drilling equipment from the port of Tripoli to a site 900 miles away.

The tractor tows a Dyson semi-trailer with a platform body 34 ft. long and 9 ft. wide. Normal

Big Engine in Oilfield Tractor

The Scammell Mountaineer, with Leyland 11.1-litre engine, for Libya.



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payloads will be of 20-25 tons, and although roads exist for much of the route that the outfit will cover, the final 60 miles will be run over sand. All the tyres are size 14.00-20 in. and have normal road treads, these having been found to give good traction and flotation over sand.

Drive from the engine is taken through a six-speed gearbox and transposing box to the front and rear double-reduction spiral-bevel and epicyclic axles. Brakes are operated by air pressure, and air-assisted steering is provided. A Woodfield Senior winch and tubular rack is fitted behind the cab, the winch being driven from a split-transmission type of power take-off which allows all gears, including reverse, to be employed.

The cab is insulated, and the canopy is extended to form a sun visor. The electrical system is 24 v.

Opinions and Queries

Makers Blamed for Black Smoke

MR. E. H. ROBINSON'S letter (July 25) gives the impression that regular maintenance of fuel-injection equipment would virtually end the black-smoke problem of oil-engined vehicles. Whilst I agree that regular maintenance of this equipment is essential if exhaust smoke is to be eliminated, I would also point out that many modern fuel pumps and governor systems are too easily interfered with by drivers and unauthorized persons. A recent survey of a well-known commercial-vehicle fleet showed that 75 per cent. of the public complaints of excessive exhaust smoke were traced to unauthorized interference with either the fuel pump or governor settings.

Most fleet engineers are extremely careful with the maintenance of fuel-injection equipment and governors, for reasons of economy and engine life, but a glance at some of the excess-fuel devices and governors, even on 1958 vehicles, will reveal how easy it is for a driver to defeat the precise adjustments made by the fleet engineer and his staff.

If the manufacturers of both vehicles and fuel-injection equipment would make greater efforts to produce equipment which is virtually tamper-proof, a large reduction in the number of complaints of black smoke would automatically follow.

Dundee.

JAMES R. MEEK, A.I.R.T.E.

Yield Not to Temptation

ONE of the features of increasing enforcement of the law is the number of prosecutions and licence revocations resulting from breaches of Section 19 of the 1933 Road Traffic Act, which relates to drivers' hours of work. This disturbing rise is not the prerogative of hauliers alone, but appears to be distributed proportionally amongst all classes of licence holder. The total, which may continue to increase, is fortunately a minute percentage of the whole. Nevertheless, the law-breaking minority is providing the theoretical planners of transport and exponents of nationalization with sound propaganda.

No one can condone the breaking of a law, good or bad, and those who do so in a wilful or ignorant manner must bear the consequences. But in part there are extenuating circumstances, perhaps a phenomenon of the times, which have a bearing on the rise in prosecutions. One result of the credit squeeze and high bank rate—both policy measures of the Government—was that retailers, wholesalers, and even producers, reduced their normal stocks to dangerously low levels. This was accentuated by the drop in customer buying as the result of a slight recession.

Any subsequent rise in sales, seasonal or otherwise, then meant a panic demand to the source of supply for immediate replacement, in which transport became a pawn in the game. If quick delivery, or delivery within a stated time, was not forthcoming, the order went elsewhere.

In many cases the time element allowed was not capable of accomplishment within the regulation hours. In some businesses, transport departments come a poor second to the sales side, and are left to hold the baby at all times. Again, in some instances, rather than risk their own licences, the "hot" deliveries would be offered to the haulier, if he were foolish enough to accept the traffic on that basis.

All this may be a passing phase and there is every possibility that an anticipated easing of the general financial situation may encourage a return to the holding of reason-

able buffer stocks by the trader, thus permitting them to be replenished in the normal manner according to the up and down level of selling.

On the other hand, road transport may have created a noose for its own neck, during the period of financial stringency, by its very attributes of flexibility and speed. The trader, having found that there is no need to carry large stocks, which represent tied-up capital or cost money in interest and storage, will be more likely to expect that service of fast delivery to continue. Habits once ingrained are difficult to break. The problem is not one which can be "cured" by further nationalization or even by the "control" of C licences. The real solution appears to lie in more motorways permitting higher road speeds.

Glasgow, W.4.

ARTHUR R. WILSON, M.I.R.T.E.

Are these Conditions Normal?

COULD I, through your widely read journal, raise the question of the conditions under which work some coach drivers engaged on purely private hire? It seems that few of us are included in any sort of wage agreement or holiday scheme.

During the season it is nothing unusual for us to be on the road for up to 17 hours, and after returning have to spend an hour or more washing down and otherwise cleaning the vehicles so that they can be on the road again at 8 a.m. next day.

One of the difficulties is the way that meals for the coach parties are booked for certain times. A start may be made at 8 a.m. and the luncheon place, say 130 miles away, must be reached in 4½ hours, which includes a half-hour break for coffee. As regards holidays, some of our chiefs say that they are not bound by any agreement, and that any we get are out of the goodness of their hearts.

No doubt the obvious answer for men in these circumstances is to get out, but, at least in this area, jobs of this type are few. It seems that we are nobody's baby, and even the unions do nothing about it. Seven days a week with never less than 12 hours a day for £9 10s., including cleaning our vehicles, cannot be considered as satisfactory. So far as many of us are concerned there is no question of overtime, just a flat wage.

Curiously enough, when we have some staunch unionists out on a day's trip they are the ones who hang on to the last minute at some inn, perhaps 60 miles from home, caring little that the driver has exceeded his legal hours.

Portsmouth.

"HAD ENOUGH."

Was There a "Rolls" Bus?

A REFERENCE to a Rolls-Royce bus of 1905 was made under "Passing Comments" in your issue dated June 27. It seems that Rolls-Royce denied making a bus chassis in the 1904-06 period. However, looking through some old records I found information that a bus chassis was apparently sold in this country towards the latter end of 1905 by C. S. Rolls, Ltd., 15 Conduit Street, London, W.

According to the illustrated specification it was of a conventional type and suitable for the double-deck body of the period; it seemed, however, to be of French make.

London, S.E.25.

L. REYNOLDS, A.I.R.T.E.

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THE C-LICENCE PROBLEM—

WHAT would happen if the present system of C-licensing were drastically altered to allow traders and manufacturers to carry each other's goods? According to some critics of the existing law, this would solve the problem of empty running and provide a more efficient road transport network for the country. This may appear sound reasoning on paper, but a closer look at the problems facing both hauliers and C-licence operators reveals many flaws in the theory.

One point which must not be overlooked is that the economy of the country is geared to inflation, so it is difficult for manufacturers and traders to lock up large sums of money in stocks. In fact, some manufacturers are having to work on a 36-hour stock, which means that unless they run their own vehicles their supplies cannot be maintained. Certainly hauliers cannot be expected to have lorries "hanging on a peg" for calls at such short notice.

Hoist by Their Own Petard

It must also be remembered that a C-licence operator values the independence which allows him to send vehicles when and where required without consideration for anyone else. Possibly, then, the only outcome of amending the law would be to increase the number of C-licence vehicles on the road—the very thing the reformers are trying to avoid.

At the moment, C-licensees are being used as a scapegoat by the British Transport Commission to excuse the sorry financial mess in which British Railways find themselves through losing traffic. But it is unfair to blame this failure on the C-licencee, for many other factors have contributed to it.

Mr. Harold Watkinson, Minister of Transport, has already rejected any idea of controlling C licences to protect the railways, pointing to other matters which should be remedied. He has stressed the need for an all-out drive by the railways to improve their service—and to sell it.

The railways were aiming, he said, at better traction, improved braking and less marshalling. The amount of transhipment should be cut to a minimum and the use of pallets and special containers should be increased. There was no doubt that the railways could solve their problems in time, but the future of the undertaking would be settled in the next few years, which meant that there should be no undue delays.

Although the number of C licences issued in 1957 exceeded 1m. for the first time, he did not think the answer lay in controlling this form of transport. The correct remedy was to revitalize the railways so that traffic more suited to rail could be carried cheaply and efficiently. This object would be helped by the modernization plan, which should attract a large share of the traffic now being carried under C licence.

It is a pity Mr. Watkinson did not mention that the average loading of the standard 13-ton railway wagon for general merchandise is about 3 tons, and that about 60 per cent. of rail freight traffic consists of coal carried in trucks which are returned empty to the collieries.

However, this might have lent weight to Socialist arguments that too much emphasis is laid on com-

No Easy Solution

petition, which prejudices the prosperity of the Commission. These reformers would like to see C-licensees restricted to a 25-40-mile radius and the B.T.C. given a free hand to expand their facilities without hindrance.

Any move to stop the C-licencee creaming the traffic would require a great deal of new legislation and would revolutionize the whole goods licensing system which has been carefully built up over the past 25 years. Before considering steps in this direction, it might be a good idea for an all-party delegation to visit West Germany and study conditions there.

West Germany's population of 48m. is only 1m. less than that of Great Britain, and the railway network is very similar to that of British Railways—we have 19,276 miles, whilst German Railways, after 75 years of State ownership, have 19,000 miles. Almost surrounded by land frontiers, German Railways have never tackled road transport on a large scale, although they have about 1,000 lorries which are used for a variety of purposes including some long-distance work.

Collection and delivery are almost entirely in the hands of contractors, and it seems there is no such thing as road-rail co-ordination involving through rates. For the most part, long-distance road transport in West Germany has to operate at rail rates. About 11.5 per cent. of the country's ton-mileage is operated by professional long-distance hauliers, and 4.2 per cent. is done by the long-distance equivalent of the British C-licencee.

West German Licensing

For shorter distances, professional hauliers need only formal registration if they keep within 50 km. of their base. The C-licence operator cannot carry traffic for third parties. West Germany's road haulage businesses are small, with 80 per cent. of the operators owning only one or two vehicles. However, nearly three-quarters of the vehicles travelling long distances have trailers, which is a far higher percentage than in Britain.

By an Act passed in 1952, the number of long-distance licences is limited to 15,856, of which the railways are allowed to hold 3½ per cent. About 29,000 C-licence vehicles are used on long-distance work by 11,500 concerns, which means each owner averages 2.5 vehicles. At present, West Germany has 3,900,000 vehicles on the road, of which 473,000 are lorries, compared with Britain's 1,070,000 lorries out of 5,600,000 vehicles (excluding motorcycles).

Although there are few restrictions on short-distance work, where long distances are concerned the control is tighter. The licence issued to a haulier is governed by his capacity to do the work, maintenance of his vehicles, traffic requirements and other matters. Rates are controlled

by the Federal Institute of Long Distance Road Haulage, who are able to keep a close check on charges because they receive copies of documents for every transaction.

A tax amounting to 6.5 per cent. of the gross rate has to be paid, and there is compulsory goods-in-transit insurance. About 20 per cent. of the total hauliers' licences in force are limited to a radius of around 150 km.

The works traffic (C-licence) operator may carry his own long-distance traffic on his own vehicles and

By Rapier

C-licensees are not to blame for the failure of the railways and to introduce new legislation to restrict them would not solve the problem satisfactorily. The situation in West Germany, which is similar to that in Britain, deserves study



AT THE PUMP

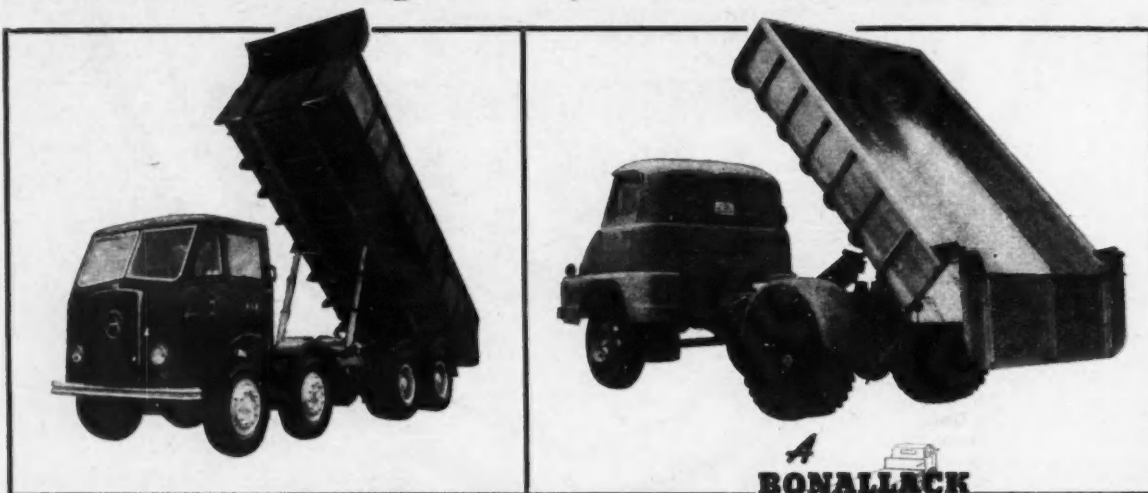
AT THE PUMP that carries this sign your drivers will be able to fill-up with the finest quality Dery in Britain. And if they always carry a Shell and BP Dery Agency Card with them, they can get Dery on credit or for cash on Agency terms at over 1,900 sites in Great Britain.



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they should look for*

BONALLACK deliver the goods -MORE Goods

The **BIGGEST** loads, the **ROUGHEST** punishment —
Bonallack light alloy bodies can take it!



The high grade aluminium alloy used on BONALLACK tipper bodies has a far greater resistance to shock than mild steel. It is also one-third as light. This difference in terms of pay-load can amount to as much as over $\frac{1}{2}$ a ton—often enough to buy the body from the added pay-load in *one year!*

BONALLACK tipper bodies have a high resilience factor, and are built to withstand the toughest punishment that is handed out, such as continual impact loads of stone or ore dumped heavily from mechanical grabs. This is particularly so for the floor.

A mild steel floor wears faster: it rusts over during the night, and is then worn down by abrasion. Aluminium alloy floors take only a *thin* coating of oxidation, thus wear is a far slower process. And, at the end of its hard-working life, the scrap value of a BONALLACK body is considerable too—well in excess of that for timber or steel.

The light and extraordinarily strong alloy will neither rot, warp, rust nor splinter. Trucks like these take a tremendous battering, yet a BONALLACK body lasts the full life of the chassis.

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Maryland 7161/4

COMMERCIAL SHOWROOMS
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Maryland 7161/4

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Ilford 5333/5

although he does not require a special licence, he must notify the controlling authority of all vehicles with more than 4 tons' carrying capacity. Taxation is reckoned on a basic ton per kilometre scale, and copies of all documents relating to work done by vehicles capable of carrying a ton or more have to be sent to the controlling authority. This body operates in conjunction with the police in the same way as a Licensing Authority in this country. Among its responsibilities are conformity with licensing conditions, hours of work, vehicle maintenance and proper documentation.

Each licensed lorry carries a plate about 2 ft. by 1 ft., which indicates the vehicle's base, its registered number and other details. It also has a bold stripe—red for a long-distance licence, blue for a limitation of 150 km., and yellow for furniture removals.

Licence applications are heard by a Government authority in the presence of such bodies as chambers of commerce, the railway, trade unions and trade associations.

The licences of a complete concern, but not of an individual vehicle, are transferable. Trailers do not have to be licensed.

It seems that German Railways, with their vital position in the structure of the nation's economy, are being protected by rigid control and drastic taxation of long-distance goods transport by road. With only 50,000 long-distance vehicles operating against them, they have suffered far less from competition than British Railways.

Certainly many German industrialists are far more conscious than their British counterparts of the undesirability of undermining the railways' position. There is also strong public feeling about congestion on the roads.

Germany is within easy reach of the so-called experts at Westminster, and as the Germans are struggling with a problem similar to our own, joint consultations could probably be valuable. We should not take a line of our own and continue to vivisection the transport industry for political purposes.

Bird's Eye View

A LARGE order for Bedford buses may, I hear, be placed by a Scottish municipality. The annual analysis of municipal bus fleets compiled by *The Commercial Motor*, which was published on December 6 last year, showed a total of 62 Bedfords out of an aggregate fleet of 18,880, run by British municipalities. Edinburgh Corporation were among the operators, with 15 Bedfords.

Co-operation

OPERATORS report that, with notable exceptions, vehicle manufacturers are becoming more amenable to suggestions for the improvement of design and service. No doubt the pinch of competition has accounted for this welcome attitude.

An outstanding example of what can be done when men who know what they want and men who know how to do it get together, is the Dennis Paravan, described on pages 48-50. Credit is due to Dennis Bros., Ltd., for so quickly taking up the suggestions put forward by Mr. R. B. Brittain and his colleagues in the express carriers' group of the Road Haulage Association. They should reap a rich harvest.

Veteran Enthusiast

AT the Dennis works, at Guildford, last week, my old friend, Clifford Scott, introduced me to Mr. G. N. Grenside, an engaging individualist who has a consuming passion for antique fire-engines. He is the guiding spirit in the Dennis Apprentices Association, whose members, with Mr. Grenside's encouragement, financial and otherwise, buy old fire-engines and recondition them in their spare time.

He showed me with pride a 1914 model on which he was working. It was originally delivered to Coventry Fire Brigade and was later bought by G.E.C. Mr. Grenside unearthed it this year and had an adventurous 11-hour journey back to Guildford with it. The Association also have a 1929 model. A 1928 model has been sold to Lord Montagu for his museum.

Apprentices in borrowed helmets take their veterans to car race meetings and other public functions. "It is great fun and it does the firm a bit of good," said Mr. Grenside. Unfortunately he has shortly to do his national service with the R.A.F. and Dennis will lose a great enthusiast.

Peace-Maker Retires

AT last Sir Wilfred Neden, Chief Industrial Commissioner at the Ministry of Labour, who has unhappily become so well known to bus operators, is to retire. On August 24 he will be succeeded by Mr. P. H. St. John Wilson, who has been Under-Secretary of the industrial relations department at the Ministry since January last year. He is 50 and is the eldest son of Bishop H. A. Wilson, one-time Bishop of Chelmsford.

Big Business

By The Hawk

He joined the Ministry in 1930 after leaving Cambridge, and has had wide experience in employment and training work. It is to be hoped that road transport operators will not need his services.

Under the Skin

STANDARDIZED tyre prices may suggest to the casual observer stagnation and collusion in the industry. In fact, it masks extremely keen competition among manufacturers for business on the basis of service. They are outbidding one another by providing complete tyre-record systems and inspections free of charge, each trying to produce a more elaborate system than the other.

A big operator told me the other day that he had abandoned tyre recording and was in future going to rely on the good offices of the manufacturers, thereby reducing his clerical costs.

Internal Strife

COMPETITION is fierce not only between makers but between subsidiary companies of the same organization. To settle a dispute about some arrangements he was making for tyre service for his nation-wide fleet, the operator called a meeting of five disgruntled representatives, each from a different subsidiary of a big group. At first they eyed each other with mild distaste, but when it was explained to them that individually their companies could not provide the service required, but collectively they could do good business, their attitude changed.

Heresy

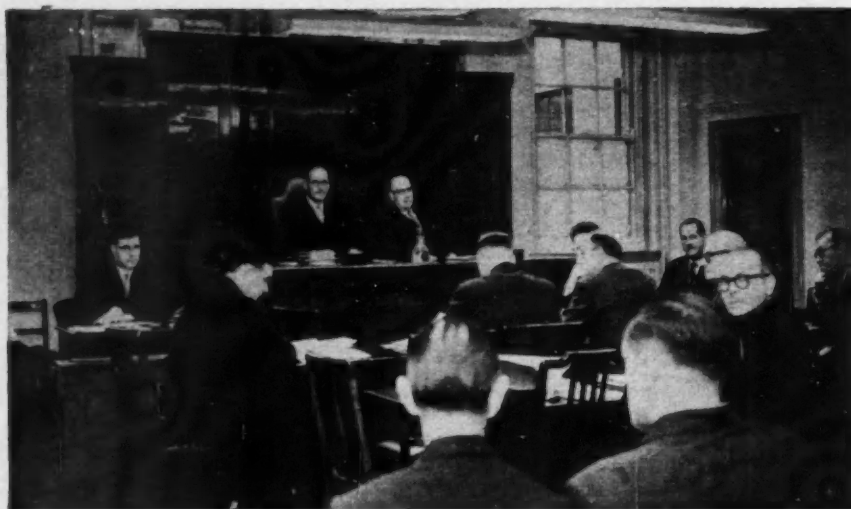
INCIDENTALLY, the operator concerned is beginning to entertain heretical doubts about the need for any kind of record of individual costs. His argument is that, as a result of improvements in vehicle design, cost figures for particular units soon become out of date for comparative purposes. He inclines to the view that only total fleet costs, with periodical samples of individual types, are necessary.

Wars have been started by less radical thinking than that.

The First 100,000

IN two years eight months, the B.M.C. Drivers' Club has enrolled 100,000 members. Membership is still growing at the rate of about 500 a month and there are now more than 100 branch centres in the British Isles.

One of the aims of the club is to promote safety and courtesy on the road, and at the end of the year the first awards for immunity from blameworthy accidents for three-, five- and 10-year periods will be made. There is no doubt that drivers' clubs are an inspired idea.



A typical scene at the North Western Traffic Court, with Mr. F. Williamson, the Licensing Authority, looking down towards the legal representatives, witnesses, shorthand writer and onlookers.

Hundreds of Civil Servants are Employed in Controlling Road Passenger and Goods Transport in the North West

By
G. Duncan Jewell

THE LID OFF LICENSING

THE smooth working of Britain's road haulage and passenger transport industries owes a great deal to the Licensing Authorities and Traffic Commissioners. Although some operators may regard the formalities of licensing as an inconvenience, there is no doubt that in the past 28 years they have benefited from this control. Their lot would have been far worse at the present time if they had been left to battle with unrestricted competition.

Despite the close links between operators and Licensing Authorities, many people connected with the industry still have only a vague idea of the important work carried out by this branch of the Civil Service. It was to find out exactly what happens on "the other side of the counter" that I recently took a close look at the North Western Area headquarters—probably the busiest in the country.

About £330,000 is paid into this office every year—£90,000 of it for licences and £80,000 for certificates of fitness. Meanwhile, the staff of 300 distribute more than 1½m. forms, and use about 400,000 labels and wrappers in ensuring that the regulations are observed by road users.

At the helm is Mr. F. Williamson, chairman of the Traffic Commissioners and Licensing Authority. A one-time sittings clerk, he had a hand in preparing the Transport Act, 1947, and was also a member of the Thesiger Committee. He was appointed to his present post in 1948.

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His deputy is Mr. J. Rutherford Lindsay, formerly a barrister, who was disbarred at his own request in 1935, and is now a practising solicitor. He took up his duties as Deputy Licensing Authority two years ago.

Directly responsible to Mr. Williamson, on the administrative side, is Mr. F. R. Ashmole, clerk to the Authority, who deals with passenger and goods licensing, control of staff, and office organization.

At the same level on the technical side is the senior certifying officer, Mr. J. F. A. Mawdsley, who is responsible for the certifying and testing of passenger vehicles, and supervising the maintenance of road transport vehicles generally.

The staff is divided into sections, including certifying, passenger and goods licensing, enforcement, and

finance and general. Each is controlled by a Higher Executive Officer.

One of an Area's most important functions is the issuing of certificates of fitness for new public service vehicles, and the regular testing and examination of existing vehicles. New goods vehicles are not similarly examined, but certifying officers make spot road checks on any vehicles which appear in poor condition. They also visit the premises of hauliers.

Mr. Mawdsley, who has supervised the technical work in the North West for many years, told me that at first inspections were not popular, and were regarded by many as official interference. Gradually, however, it was realized that examination was in the operators' own interests.

For convenience, the North West is divided into four areas—Liverpool and



Some of the staff employed in the busy goods licensing department of the North Western Area.

North Wales, Preston and District, and Manchester north and south, each in the charge of a certifying officer.

New public service vehicles are examined mainly at body manufacturers before delivery to operators. Afterwards they receive a complete annual inspection and there is an exhaustive check when the licence is renewed. Vehicle examiners also make many partial inspections following mishaps and breakdowns. During the 12 months ending September 30, 1957, nearly 12,000 complete inspections were undertaken, together with more than 13,000 partial inspections. About 2,600 certificates of fitness were issued during the same period. Nearly 10,000 goods vehicles were examined, and 680 immediate and 1,073 delayed prohibitions were issued.

Difficulties sometimes arise on renewal of public service vehicle licences because operators are slack in making appointments for inspections, although reminders are sent out three months before the certificates of fitness expire. Some people do not realize that a vehicle must not be operated until a renewal has been granted.

One of the section's most important functions is investigating accidents. Examination of both goods and passenger vehicles after accidents has occasionally brought to light the failure of vital parts, and where necessary

tions by garages. About 2,000 garages are likely to apply for authorization in the North West, and they will probably have to be vetted by certifying officers. Later, continuous supervision will be necessary. Inspecting all classes of motor vehicle on the road will involve additional staff and co-operation with the police for joint patrols, but Mr. Mawdsley emphasized that his main object was vehicle fitness—not prosecutions.

The volume of work involved in goods licensing is best illustrated by the approximate figures for the year ended September 30, 1957, when new licences were granted as follows:

Public A, 500; special A, 500; Con-

attendance during those 12 months. A further 20 per cent. were withdrawn after publication—often just before the inquiry, and usually in the light of the objections received.

A-licence applicants appear to take the procedure more seriously, for out of about 160 new applications listed, only 24 were withdrawn. Of the 13 refused, only three were for non-attendance.

This "couldn't care less" attitude of some operators caused a serious loss of public time and money, and on several occasions inquiries were multiplied by the non-appearance of all the applicants left on the list. The general opinion appears to be that the only



(Above) Work in progress in the passenger licensing department. (Left) This picture gives some idea of the paperwork involved in the driving-test department.



this has been taken up with manufacturers by the Ministry of Transport. Nowadays, the majority of vehicles is well designed, but failure is sometimes due to maintenance and, in such cases, advice is given to the operators.

The provisions of the 1956 Act regarding the supervision of elderly vehicles will probably throw much more work on certifying officers. Cars and light goods vehicles up to 30 cwt. which are 10 years of age and over will have to undergo periodical inspec-

tract A, 450; B licences, 2,356; and C licences, 18,000. There were more than 3,000 variations of A licences, 1,600 of B licences, and 22,000 of C licences. More than 100 public inquiries were held during the year.

One unfortunate feature is the discourteous attitude of some applicants who fail to turn up at a hearing without notifying either the Authority or the objectors. This is found particularly in B licence applications, of which 20 per cent. were refused for non-

solution is some form of deposit with applications, which would be forfeited in the event of non-attendance without notification.

C-licensing also produces many problems and, besides the unnecessary work caused by having to return incomplete forms, there are headaches concerning commercial travellers, utility vehicles and the keeping of records by such people as showmen and gypsies. Again, many newcomers still have the impression that a C-carrier's licence is an open one, entitling them to carry for hire or reward.

Another recent difficulty was the practice by some Local Taxation Offices of licensing small buses as private cars, although they were used for goods. This sometimes resulted in prosecutions for operation without a C licence. A considerable number of short-term A and B licences is issued for seasonal work in connection with major road works, fuel, pea-picking and similar activities.

The volume of work handled by the

driving test section is also steadily rising, and over the past four years there has been an annual increase of 10 to 15 per cent. In the year ending March 31, 1958, 130,000 driving tests were carried out, and the average of failures was nearly 50 per cent.

One grouse from this department is that a number of people who send their drivers for test provide vehicles with unsafe loads—recently a coal lorry was laden with insecure sacks of fuel.

Nearly one third of the country's municipal bus operators are in the North Western Area, and nowhere else are there so many examples of co-operation between operators in the running of joint and through services. Licences are issued in identical form to the operators of a joint service, each being held equally responsible.

The Area has nearly 700 public service operators, holding about 12,000 licences. There are nearly 4,500 road service licences and 2,500 backings, and in the year ending March 31, 1957, the Commissioners held 136 public sittings at 21 different places. Some 2,000 applications were made for dispensations, and grants or part grants were made in about 80 per cent. of the cases.

More One-man Buses

Increasing use is being made of one-man buses, and at the end of last March, 204 of these vehicles were operating 518 services.

Well over 2,000 objections are received annually, of which British Railways are responsible for 40 per cent. and British Road Services for 18.9 per cent.

Mr. F. E. N. Anning, the Higher Executive Officer in charge of the licensing section, said no licence application or variation was ever rubber stamped. All were given proper consideration, even variations which the Commissioners were bound to grant.

On receipt of applications for renewal or modification of A and B licences, the operators' files are examined and any alterations checked with the applicant. It is then decided whether to publish them under the heading of Licence Continuations, Modifications, or otherwise.

The 1956 Act made a number of changes in the law. For instance, applicants for variations of road service licences now have the right to demand a hearing. They can also appeal over a refusal and so can any local authority which made representations in support, or any person providing transport facilities on or near the route.

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Actually, there have been few refusals to entertain applications for variations in the past, except when a licence was almost on the point of expiry or on a second application after a very recent refusal.

The Commissioners have also been given power to hold public sittings in any convenient place, and they have been quick to take advantage of this in fares applications. Already joint sittings with the Northern, East Midland and South Wales Commissioners have been held in the North West.

The Enforcement Department is in



Mr. F. Williamson, Licensing Authority and chairman of the Traffic Commissioners for the North Western Area.

the hands of Mr. R. Boustead, and his normal work consists of sifting the hundreds of complaints and reports received each week. All are checked and followed up, and action is taken where necessary.

Apart from visiting hauliers and inspecting records, the staff of the traffic office co-operate with the vehicle examiners and the police in comprehensive checks over periods up to 24 hours. In these checks all dangerous-looking vehicles are stopped and thoroughly examined.

Their duties also include silent

checks in which, unknown to the driver, vehicles passing through a certain area are noted and reports submitted to headquarters, with the date, time, place, operator's name, registered number, and load carried. These facts are compared with the operator's log sheets at a later date.

Police activity in the Area has been on the increase during recent months and members of the enforcement staff are often required as witnesses. However, new legislation, allowing some convictions to be registered without attendance in court, has eased this position.

Traffic examiners are regarded as the "eyes and ears" of the Licensing Authority, and their opinions are often sought before decisions are given on licence applications or variations, particularly when inspection of routes and similar inquiries are needed. A comprehensive record is built up for every operator against whom enforcement action is taken, and should he persist in wrong-doing the authorities can revoke or suspend his licence or remove vehicles from it. Generally speaking, first offences are usually dealt with by way of a warning, unless they are flagrant or deliberate.

The tremendous amount of work which falls on this office can be imagined when it is realized that 177,000 vehicles are licensed in the Area. This figure is made up of 11,000 on A licence (2,200 operators), 3,000 on special A (700 operators), 4,000 on contract A (1,300 operators), 9,000 on B licence (4,000 operators), and 150,000 on C licence (75,000 operators).

About 1,500 communications are dealt with each week, and every day between £1,000 and £1,500 is handled by the finance and general section. This department also handles licences and discs, which are treated as valuable securities and are normally kept in a strong-room. They are issued only against a signature, and copy licences and discs are filed for each one taken out.

Forward-control Jeep for the Show

THE first forward-control Willys Overland Jeep to be imported into this country will be exhibited by Steele Griffiths, Ltd., at the Commercial Motor Show, together with a CP5 model which is unchanged from previous appearances. The two vehicles share a number of common components.

Known as the FC170, the new Jeep has a wheelbase of 103½ in. and can carry a payload of 30 cwt. Its petrol engine delivers 105 b.h.p. at 3,600 r.p.m. and 190 lb.-ft. torque at 1,400 r.p.m.

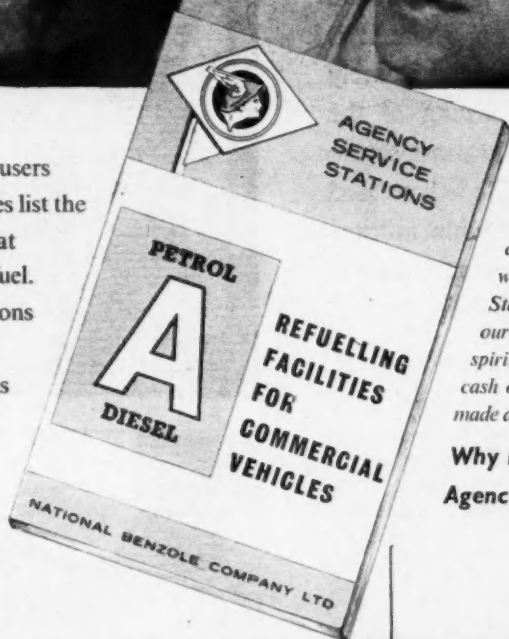
The main gearbox, with synchromesh engagement of all three forward ratios, is coupled to a two-speed transfer box providing a low range for the transmission and drive to the front wheels. Leaf springs are fitted on both axles, with long-stroke telescopic shock absorbers.

Mounted behind the front axle the engine does not intrude greatly into the cab, which is roomy and provides excellent all-round vision for the driver. The all-steel pick-up body on the vehicle to be shown is 9 ft. long by 4 ft. wide internally.

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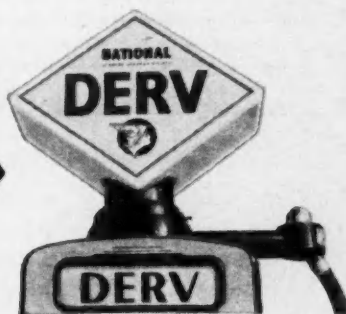
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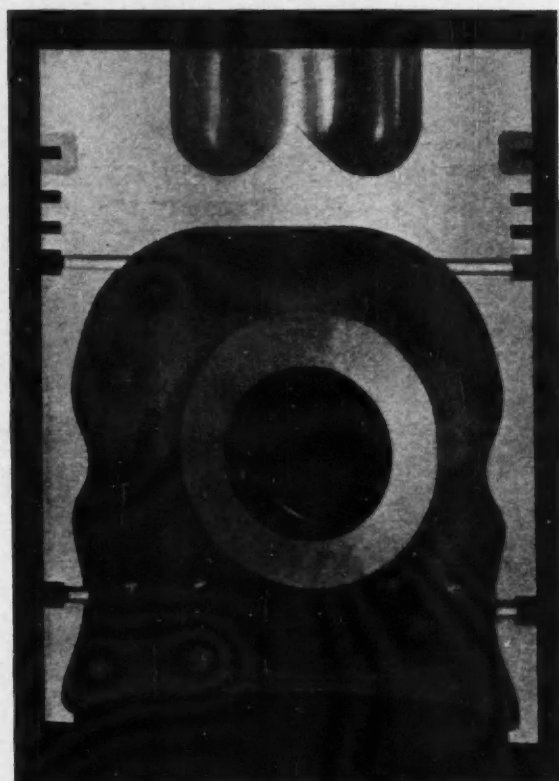


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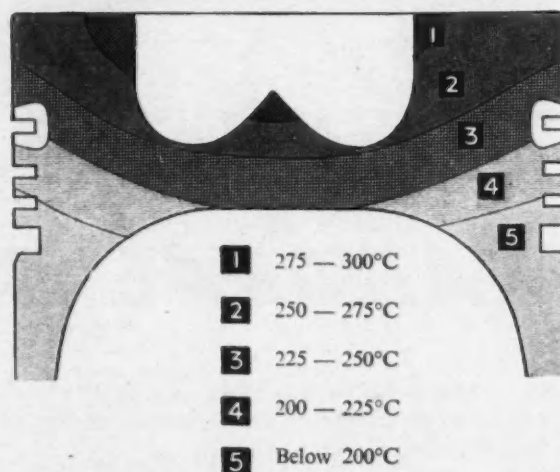
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Political Commentary**By JANUS**

Civil War

TO hear some people talk, one would imagine that the transport industry was permanently in a state of civil war. The fact that British Road Services made a profit in 1957 has been welcomed in some quarters as a triumph, and by Mr. Ernest Davies as a justification of nationalization. Presumably, the triumph is supposed to be over independent hauliers. There is no evidence, however, that they have incurred a loss, and it would be just as appropriate for them to be celebrating a victory.

Many of them would prefer to see B.R.S. come out on the right side, as this provides an assurance that nationalized rates have not been cut too drastically, and that, however much the British Transport Commission may grumble in general, at least B.R.S. have no excuse for complaining about excessive competition. Significantly, B.R.S. are sparing in the use of military symbols, and have not so far even joined in the attack on the C-licence holder.

There may be a simple reason for this. B.R.S. are concerned only with goods transport, and, therefore, are not subject to the confused thinking that sometimes bothers the Commission, who deal with both goods and passengers. There is an obvious and irreconcilable ground for quarrel between the bus and the private car—or between the bus and television.

A man buys a car because it provides him with a service of a kind that he could not possibly get from public transport, even if the Commission could run a bus or a train to his door. His decision is not greatly affected by changes in fares, and only to a limited extent by the public facilities that are available. The Commission have no way of persuading him to change his mind and to sell his car. The only outlet—and not really a very sensible one—for their chagrin is to declare war upon him, perhaps in the hope that he will be made subject to restrictions and will consequently be forced to use a train or a bus.

The Commission's Mistake

From time to time, the Commission have indulged in this kind of attack, although without any great success. They have apparently satisfied themselves that the same tactics are suitable for dealing with the C-licence holder. They are making a mistake, however, in imagining that there is an analogy.

It is true that, if the trader is restricted in the use of his vehicles, the professional carriers must reap the advantage, and that the same thing would happen if the running of private cars were similarly restricted. The two sets of circumstances are otherwise completely different. The car owner travels on journeys that could, for the most part, be taken by means of public transport; he uses his car because it is beyond comparison more convenient. Nothing could make him think otherwise.

The operations of the trader fall broadly into two divisions: those, such as retail delivery, for which public transport offers no comparable service and those that could well go by public carrier if he were in a position to provide the right service at the right price. In the second category, there is no impossible gulf between what the public carrier can give and what the customer can arrange for himself. The Commission can get their way with the car owner only by going to war; with the C-licence holder, they are in fair competition.

The B.T.C. more than hint that the competition is anything but fair. The C-licence operator, they say, "naturally employs his own vehicles so far as he can before making use

of public transport," so that when there is a glut in freight-carrying capacity, as the Commission maintain is the case at the present time, the public carriers are "the first to suffer." There is no need for the Commission to be any more bellicose than that. They can rely upon Mr. Davies, and others in his party, to threaten the C-licence holder in plainer terms, with the help of the ammunition that the Commission supply.

What about the ancillary user himself? His policy has recently been pathetically epitomized as one of "non-aggression" by Mr. S. C. Bond, president of the Traders' Road Transport Association. The ancillary user can hardly escape from the Commission's indictment, always supposing it to be relevant. He is bound to give his own vehicles the preference, and to leave hauliers and nationalized transport at the end of the queue. They would no doubt do the same by him.

The hardest thing for the C-licence holder is to turn the other cheek and refrain from hitting back when he is attacked. Some hint of the irritation he must feel was given recently by Mr. E. J. Chamberlain, chairman of the Yorkshire (Hull and East Riding) Division of the T.R.T.A. Many C-licensees, he said, would use hired transport, leaving their capital for business needs, if only they could be sure of getting a reliable service from hauliers.

On the Rebound

Mr. Chamberlain has a good point, but he has worded it a little unfortunately, possibly because of the prevailing atmosphere of fisticuffs. With the Commission and the Socialists belabouring the C-licence holder, he can be excused from expressing his opinion in the form of an attack. It is somewhat unfortunate that he should pick on the hauliers, who have done nothing to offend him.

In the confusion, the only thing one can be certain of is that something is wrong somewhere. The Commission complain of too many vehicles chasing too few goods, whereas Mr. Chamberlain says that his goods, at any rate, are left out of the pursuit and he has to carry them himself.

Mr. Davies alleges, almost simultaneously, cut-throat competition by hauliers for such scanty traffic as is available, and excessive hours and mileages, presumably not in respect of vehicles running empty.

In this atmosphere of paradox and strife, it is reasonable to suppose that the fault mainly lies with the system. There must be plenty of hauliers in Yorkshire anxious to give Mr. Chamberlain the service he lacks. They need only the facilities, and, perhaps most of all, the licensed tonnage. Whether or not he has in the past given evidence at traffic courts in support of their applications, they appear not to be adding to their fleets a sufficient number of the right type of vehicle to give trade and industry what is required.

Hauliers may be hesitating to spend more money while one of the major political parties is threatening to put them out of business; or the Licensing Authorities, hampered by the tightening grip of case law on the licensing system, may be reluctant to grant extra tonnage without more than adequate reasons. The new importance attached to the declaration of normal user is also having a hampering effect. All the while, the volume of traffic carried illegally, without benefit of licence, is increasing. It may well be, therefore, that the licensing system is unduly restrictive and is distorting the structure of the transport industry in such a way as to cause friction and apparent contradictions.

Planning for Profit

This Leyland Comet 9-ft. 10-in.-wheel-base end tipper has been bought by C. W. Michie, Ltd., Aberdeen, parent company of the Highland Line Co., Ltd. It has wooden bodywork by John Gibson and Son, Ltd., Aberdeen.

SOME of the factors which go to determine the selection of the most economic type of vehicle were discussed last week. These can vary not only as to the size of traffic handled, but also according to the status of the operator. For example, an established haulier with a greater security of traffic may find the heavier class of vehicle an economic proposition, although the same vehicle for the same traffic might be an imprudent purchase for the newcomer.

Alternatively, the characteristics of the goods to be carried and the trade or industry to be served may well be the major factor in determining the maximum size of vehicle and its type. Two examples would be parcels or town delivery work and farm haulage.

Where, however, an operator—whether haulier or ancillary user—is engaged in medium- or long-distance work there may be sufficient traffic from regular sources to permit the use of alternative sizes of vehicle. In this context a comparison was made last week between the operating costs of a 16-ton oil-engined rigid eight-wheeler and an 8-9-ton four-wheeled oiler towing a 7-8-ton drawbar trailer when operating 900 miles per week.

On the assumption that the eight-wheeler would cost £5,000, the five standing costs per week were estimated to be as follows: Licences, £2 8s., wages, £9 19s. 10d., rent and rates 13s., insurance £4 12s. and interest £3, giving a total of £20 12s. 10d. The standing cost per mile would be 5.50d.

Running costs per mile were estimated as: Fuel 5.11d., lubricants 0.28d., tyres 5.12d., maintenance 2.50d. and depreciation 3.71d., a total of 16.72d. Added to the standing cost per mile, this gave a total operating cost of 22.22d. per mile. Running costs for the week would be £62 14s., and total operating cost £83 6s. 10d.

Costs for 8-9-tonner

Similarly with the 8-9-ton four-wheeled oiler, a cost price of £3,500 was assumed. Standing costs were reckoned as: Licences £1 4s., wages £9 6s. 3d., rent and rates 10s. 6d., insurance £2 10s., and interest £2 2s.; total £15 12s. 9d.

Running costs per mile were estimated to be: Fuel 3.54d., lubricants 0.26d., tyres 2.56d., maintenance 2.28d. and depreciation 2.72d., totalling 11.36d., which, when added to the standing costs, gave an operating cost per mile of 15.53d. Total running costs for a 900-mile week would be £42 12s., making the total operating costs for the week £58 4s. 9d.

Corresponding costs for the 7-8-ton four-wheeled drawbar trailer were: Licences 8s., wages £9 4s. (which includes not only the mate's wage, but also the extra amount which would be payable to the driver because of increased carrying capacity), rent and rates 9s. 6d., insurance 4s. 4d., and interest 10s. 10d.; total £10 16s. 8d., or 2.89d. per mile.

Fuel was reckoned at 1.10d. per mile (resulting from the increased fuel consumption of the towing vehicle when operating with the trailer), lubricants at 0.13d., tyres at 1.36d., maintenance at 0.53d. and depreciation at 0.64d., giving a total of 3.76d., and an operating cost per mile of 6.65d. Running costs for the week thus amounted to £14 2s. and operating costs to £24 18s. 8d. The total operating cost of a four-wheeler and trailer would therefore be £83 3s. 5d. (£58 4s. 9d. plus £24 8s. 8d.).

Although for the purpose of "The Commercial Motor" Tables of Operating Costs, wages are based on a 44-hour week regardless of the mileage operated, it was agreed last week that

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Middleweights or Heavies?

A Comparison of Costs Between a Medium-weight 7-8-ton Oiler and a Heavy 8-9-tonner Suitable for Trailer Working

as this example dealt with specific, rather than average, vehicles and operating conditions, an exception would be made to this practice.

Based on the arbitrary assumption of a 66-hour week, the resulting addition to the wages item in the case of the eight-wheeler would be approximately £6 11s., which, when added to the basic operating cost of £83 6s. 10d., gives a total of £89 17s. 10d. Correspondingly for the four-wheeler and trailer, the addition to the driver's wage would be about £6 1s. 8d., and £5 16s. 8d. to the mate's wage, totalling £11 18s. 4d. The overall operating cost worked out at £95 1s. 9d.

Unfortunately, in practice, the hypothetical assumption that sufficient regular traffic would always be available seldom occurs. Only too often does the transport manager have to make a decision between the lesser of two evils in terms of inefficiency, rather than a clear-cut choice in favour of the most economic vehicle in one set of circumstances.

For example, breweries have heavy peaks of traffic before and during holiday times when, despite the maximum of legally permitted overtime working, some addition to their fleets is required. Similar seasonal fluctuations, of course, occur in many other industries, and it is often under just such conditions as these that the temporary use of drawbar trailers is contemplated.

Continuing the comparison a stage further, I will assume that for a proportion of the year two "heavy" four-wheeled oilers are worked solo an average of 900 miles per week. Recapitulating, the total operating cost for a 900-mile week would be £58 4s. 9d. per vehicle, plus an approximated amount of £6 1s. 8d. to allow for some overtime working. This gives a total of £64 6s. 5d., or £128 12s. 10d. for the two vehicles.

This latter figure would be comparable with the total weekly operating cost of £89 17s. for the eight-wheeler, assuming for the moment that the routing of traffic permitted the working of either the eight-wheeler or two four-wheelers operating solo. When peak periods were encountered, however, it would be possible to double the carrying capacity of the two solo vehicles

by adding drawbar trailers. This would, admittedly, entail outlay on trailers which would remain spare for a good proportion of the year, but this would represent a much lower outlay than the difference between a four-wheeler and an eight-wheeler.

It would also be assumed, of course, that mates could be recruited for short periods. In the case of the ancillary user this might mean the temporary drafting of men from other departments. The additional operating cost of the trailer for the 900-mile week has been shown to be a basic £24 18s. 8d. plus an estimated £5 16s. 8d. for overtime working, making £30 15s. 4d. per trailer. Two trailers at a cost of £61 10s. 8d. per week would virtually double the capacity and would be equivalent to the temporary addition of another eight-wheeler to the fleet, which in the same circumstances has been shown to cost £89 17s. 10d.

Once, however, the operation of "heavy" four-wheeled oilers solo is contemplated, with only occasional use coupled to trailers, it becomes necessary to consider a further alternative. Particularly is this so in the light of the success of the medium-weight 7-8-ton oiler.

Under normal conditions at least, the adoption of this class of vehicle would preclude the use of a drawbar trailer. Compensating to some extent for this disadvantage would be the lower operating cost. Dependent on the ratio of solo-to-trailer running when the "heavy" four-wheeler was used, it could be that the overall yearly cost of operating the medium-weight 7-8-tonners, even with the addition of the hire cost (in the case of the ancillary user) or sub-hire costs (in the case of the haulier) because of the inability to draw trailers at peak periods, would be less expensive.

Assuming that the medium-weight 7-8-ton oiler cost £2,000 and has an unladen weight of 3 tons 4 cwt., the weekly standing cost for licences would be 15s. 6d. Wages, in accordance with the new R.H.(64) scale, would be £8 10s. per week for this category (5-10 tons) in Grade I areas. Added to this would be

This A.E.C. Mercury, operated by Flowers Breweries, Ltd., from Stratford-on-Avon, can carry 170 9-gal. casks or 850 dozen half-pint bottles.



National Health and voluntary employers' liability insurance contributions of about 9s. 3d. Making a further addition to compensate for two weeks' holiday with pay, the total amount allocated in weekly wages would be £9 6s. 3d.

Rent and rates are assessed at 11s., whilst insurance, on the basis of a comprehensive policy for an A-licencee is reckoned at £2 4s. per week. Interest at 3 per cent. on £2,000 adds a further £1 4s., making the total weekly standing cost £14 0s. 9d., or 3,74d. per mile for 900 miles a week.

Again based on a bulk delivery price of 3s. 10d. per gal., the cost of oil fuel per mile is calculated to be 3.07d., and lubricants 0.25d. A set of tyres would cost approximately £200, which, on the basis of a life of 30,000 miles, gives a tyre cost per mile of 1.60d. Maintenance is reckoned at 2.13d. per mile.

To calculate depreciation, the cost of the original tyres is deducted from the cost price of the vehicle, leaving the balance of £1,800 from which is deducted a further £200 as the estimated residual value. Assuming a mileage life of 125,000 for this class of vehicle, the depreciation cost per mile would be 3.07d., giving a total running cost of 10.12d. per mile. Added to the standing cost, this gives an operating cost per mile of 13.86d.

The cost of operating 900 miles per week would thus be £14 0s. 9d. (standing costs), plus £37 19s. (running costs); total £51 19s. 9d. If, as in the previous example, we add to this total an approximated amount of £6 1s. 8d. for overtime working, a final total of £58 1s. 5d. is obtained, as compared with the corresponding figure of £64 6s. 5d. for the heavier four-wheeler.

Should traffic conditions be such that a comparison might be contemplated between (1) an eight-wheeler, (2) a "heavy" four-

wheeler and trailer, or (3) two medium-weight 7-8-ton oilers, the respective total costs of operating 900 miles per week on these calculations would thus be (1) £89 17s. 10d., (2) £95 1s. 9d. and (3) £116 2s. 10d.

In making these comparisons it has been assumed so far that traffic would be of sufficient volume and suitably directed to allow these alternative types of vehicle to be operated economically. Once again, in practice that would not always occur, so that the ultimate selection of a vehicle may have to be based on compromise rather than an ideal.

If, for example, the 900-mile week comprised an average of three return trips of 150 miles for the single journey, there might well be weeks when traffic was short or difficult to "marry" satisfactorily. I will, therefore, assume that in such a week 14 tons of traffic was booked to be moved from A to B on the first trip, 7 tons on the second trip, whilst on the third trip 14 tons was again available, but made up of 7 tons from A to B and 7 tons from A to C (both 150-mile single journeys. B to C being 100 miles).

The total cost of moving this traffic by the eight-wheeler would then amount to £89 17s. 10d., plus £6 19s. 4d.; total £96 17s. 2d. The addition is caused by the cost of running the extra 100 miles at 16.72d. per mile on the last trip to make both deliveries. It is assumed, for convenience, that extra assistance at the outward loading points would be provided to

compensate for the additional driving time incurred when travelling these extra 100 miles.

The corresponding cost for the "heavy" four-wheeler and trailer would be the basic £95 1s. 9d., as previously calculated, plus 100 miles at 11.36d. per mile for the vehicle and 3.76d. per mile for the trailer—£6 6s. 2d. On the second trip it would not be necessary to take the trailer, with a saving equivalent to 300 by 3.76d.—£4 14s. In addition, there would be some saving in the mate's overtime pay, say £1 10s. The cost of operating the lorry and trailer would then read: £95 1s. 9d. plus £6 6s. 2d. less £6 4s., total £95 3s. 11d.

If two medium-weight 7-tonners were employed to move this traffic, one would be fully employed for 900 miles at a cost of £58 1s. 5d., including an appropriate allowance for overtime working. The other would operate for 600 miles, the cost then being made up of standing costs (as previously) of £14 0s. 9d., running costs (600 by 10.12d.), £25 6s., total £39 6s. 9d.

Arbitrarily assuming that the overtime allowance of £6 1s. 8d. included in the total of £58 1s. 5d. for the vehicle covering 900 miles in the week is proportionately reduced to £4 0s. 10d. for 600 miles, the total for the second vehicle becomes £43 7s. 7d.

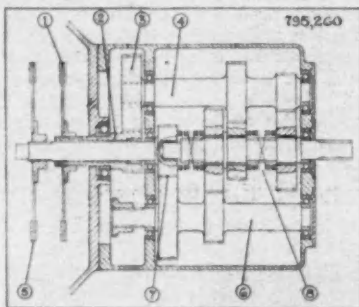
The whole of the traffic for the week would, therefore, be moved by the two middleweight 7-tonners at an overall cost of £101 9s. This is higher than the corresponding totals of £96 17s. 2d. for the eight-wheeler and £95 3s. 11d. for the "heavy" four-wheeler and trailer. The two 7-tonners, however, would provide maximum flexibility under more adverse traffic conditions. Any attempt at an estimate of the possibility, or the prevalence, of such conditions can obviously be made only by each operator according to circumstances.

S.B.

R31

A Dual-clutch Transmission

PATENT No. 795,260 shows a transmission system having two clutches and two separate power paths through the gearbox. This means that whilst one ratio is in use, the next one can be pre-selected and engaged ready for a change to be made by clutch shifting only. (David Brown and Sons (Huddersfield), Ltd., Park Gear Works, Lockwood, Huddersfield.)



The drawing shows a diagrammatic layout in which all the gears are shown in one plane for clarity. A pair of clutches is provided and can be alternatively engaged. The plate (1) drives a sleeve and pinion (2) and through it a gear (3) on the upper layshaft (4). The other plate (5) drives the lower layshaft (6) through the central shaft and the gears (7).

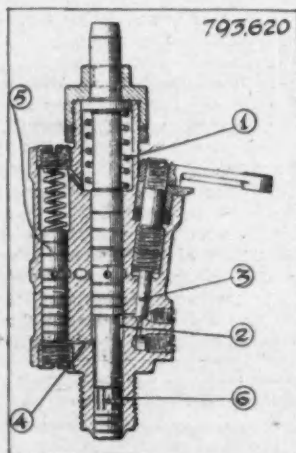
The upper layshaft carries first and third-speed gears and the lower one has the second-speed gearing. Selection is provided by dog-clutches between the gear pairs as shown at 8. A means for providing reverse gearing is also covered in the patent.

COMBINED FUEL PUMP AND INJECTOR

SAID to be equally suitable for compression-ignition engines, or spark-ignited light-fuel engines, a combined injection pump and nozzle is shown in patent No. 793,620. It is claimed to be simpler and cheaper than the conventional separate pump and injectors. (O. Grigar, Englisch Viertel Strasse 42, Zurich 7/32, Switzerland.)

Referring to the drawing, a two-diameter plunger is worked by rocker gear applied to the top and returned by a spring (1). The pumping space is 2, the annulus formed between the two diameters. Fuel arrives via a screw-down valve (3) which forms the main control of fuel output.

On the upstroke, a vacuum is formed in the pumping space and



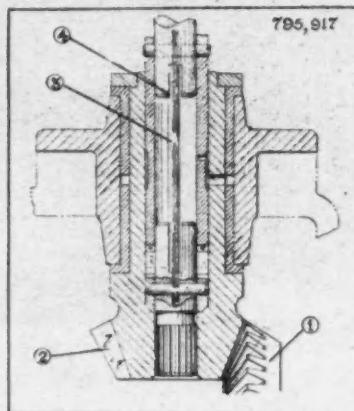
draws in as much fuel as the valve will permit to pass in the time available. On the down-stroke, the trapped fuel rises in pressure and flows through a bore (4) into the space under a spring-loaded accumulator piston (5). The adjustment of the spring governs the pressure at which the fuel is injected.

As the plunger descends further, a series of fine grooves (6) emerges from the nose and the accumulator then discharges the fuel through them, creating a fan-shaped fine spray of fuel mist in the cylinder.

When used with petrol or other light fuel, the working parts must be lubricated, and the design is arranged to give a constant circulation of oil.

RESILIENT DRIVE FOR ENGINE GOVERNOR

CUSHIONED drives to engine governors have been designed in the past, the object being to avoid transmitting cyclic irregularities to the governor. According to patent No. 795,917 the pre-

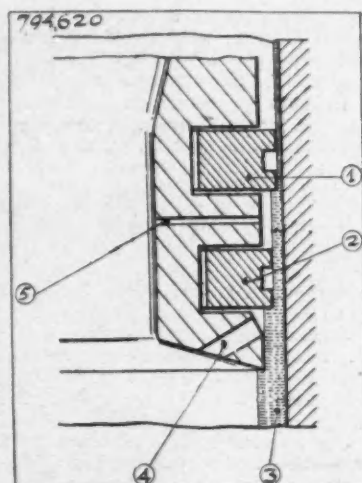


vious methods, such as rubber-mounted gears, take up too much space, and have a fixed natural frequency of oscillation which can be objectionable. The present scheme requires little space and

its natural frequency is automatically damped if it arises. (Caterpillar Tractor Company, 800 Davis Street, San Leandro, California, U.S.A.)

In the drawing, 1 is a bevel gear and 2 a pinion for driving the governor, which is mounted at the top of the unit shown. The essence of the drive is a coupling consisting of a number of spring-steel laminations, (3). These act as a torsion-bar, transmitting the drive but not vibrations thereof.

Should the spring attain a resonant



condition, its increased deflection would bring the blades up to the edges of slots (4) and in effect shorten the effective length, thus immediately de-tuning the system. A positive abutment drive is also provided to prevent over-stressing of the spring blades during overload.

OIL CONTROL

THE quantity of oil that reaches the combustion chamber has a decisive influence on the oil consumption of an engine and to reach the minimum compatible with certainty of lubrication is the aim of all control rings. A dual ring system for this purpose forms the subject of patent No. 794,620. (G. Ozpelt, Herrengasse 70, Vaduz, Liechtenstein.)

The section shown is that of the bottom end of a piston skirt; here is located an upper ring (1) having a high expansive force and below it a smaller and weaker ring (2). The proportions are such that the lower one leaves an oil film of .01 mm. thickness; this is reduced by the passing of the upper one to one-tenth of this. The shaded portion (3) illustrates this at a highly magnified scale.

The return bores (4 and 5) are of sizes proportional to the quantity of oil they have to remove.

AIR SPRING FOR VEHICLES

A PNEUMATIC suspension system forms the subject of patent No. 792,785, from Recherches Etudes Production R.E.P., 38 Avenue Pierre 1er de Serbie, Paris. The chief feature is that the natural resonant frequency of the vertical movement is made to lie in the region of 1.3 cycles per second. This is said to be most acceptable to the human frame.

AN IMPROVED FIFTH WHEEL

PATENT No. 794,077 shows improvements in the design of fifth wheels for tractor-trailer combinations. The chief features of the scheme are simplicity and the absence of reliance on small springs. The parts are designed for manufacture mainly from castings or forgings. The patent comes from American Steel Foundries, 130 East Randolph Street, Chicago, U.S.A.

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TOM BYATT, L.T.D.

OFFER THE BEST DEAL

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WANTED URGENT.

BEDFORD TRUCKS OF EVERY DESCRIPTION.

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SEND FOR OUR COMPREHENSIVE LIST OF GOOD

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FENTON, STOKE-ON-TRENT.

TERMS. EXCHANGES.

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Used Goods Vehicles (contd.)

CARMO OF LONDON,

THE LONDON CENTRE

FOR NEW AND USED BEDFORDS.

FULLY WARRANTED USED BEDFORDS.

ALL TYPES AVAILABLE.

REPAINTED AND OVERHAULED THROUGHOUT.

WE offer the following BEDFORD 10-12-cwt. vans at extremely competitive prices:—

1954, £250-£275. 1954, with windows, £325.

1955, £290. 1956, £325-£365.

1955 Utilibus, £420. 1956 Workabus, £395.

ALSO the following very attractive vehicles:—

1951 BEDFORD 2-ton short-wheelbase drop-side truck, £335.

1951 BEDFORD 2-ton long-wheelbase drop-side truck, £375.

1953 BEDFORD 30-cwt. van, £365.

1952 BEDFORD 5-ton Diesel, 1,200-cu.-ft. Luton body, £825.

ALL these vehicles are fully warranted and are available for any trial or demonstration.

NEW BEDFORDS

FOR

IMMEDIATE DELIVERY.

PETROL OR DIESEL.

ALSO VANS CONVERSIONS AND CHASSIS.

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THE BEDFORD CENTRE.

LEIGHTON ROAD,

Gulliver 5555.

771-180

SHUKER'S OF SHEFFIELD, L.T.D.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedfords, all models, sent anywhere in Britain.

TIPPERS a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.

56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or Rotherham 5411 after 6 p.m. and weekends. 771-769

E. J. BAKER AND CO. (DORKING), L.T.D.

BEDFORD

MAIN DEALERS.

WELCOME inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

NEW BEDFORD CA vans, available early delivery.

1953 BEDFORD 5-ton alloy van body, entire vehicle in excellent condition.

SCAMMELL trailers, several. Inquiries welcomed. SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

1952 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, excellent order, good tyres throughout, £225.

1951 BEDFORD-SCAMMELL articulated unit, very good condition, good tyres, £175.

1947 BEDFORD 5-cu.-yd. tipper, wooden body, in good condition, forward control, Neville cab, £150.

1946 BEDFORD-SCAMMELL articulated unit, with 15-ft. straight-frame platform trailer, excellent tyres, good condition, £150.

WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

55-61 LONDON STREET,

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Chertsey 2391.

771-353

4X2, 4 x 4, unregistered ex-W.D., low mileage, ex-M.O.S., rebuilt O.L.S., c/w winches if required, also very excellent selection of OY trucks with V.G. cabs, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

222-646

BEDFORD 25-30-cwt. new look Spurling van, July, 1954, immaculate condition, £375. 17 Pearl St., Sheffield 29139. 771-90

BEDFORDS, low mileage, ex-M.O.S., 3-ton 4 x 2 and 4 x 4, very clean, drive away bargain, £125 each, choice of 10. Maine Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 771-164

1952 8-type BEDFORD articulator and Scammell mover together, £400. Hayes (Middlesex) Trading, Ltd., Charville Lane, Hayes. Phone, Hayes 4460. 771-160

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD. OFFICIAL BEDFORD MAIN DEALERS. BEDFORDS ARE OUR BUSINESS.

WE offer for early delivery BEDFORD Luton vans, 1,000 cu. ft. on 4-ton chassis.
NEW coachbuilt bodies, the very best workmanship, pleasing appearance, integral cab, easy walk-in loading well, tailboard and two top rear doors, 1,000-cu.-ft. capacity, approx. unladen weight 2 tons 17 cwt., in primer paintwork, Bedford 4-ton O-model chassis, overhauled, with heavy-duty engine and synchromesh gearbox, fully guaranteed, specification and photo on application.
NEW BEDFORD 3-ton long-wheelbase chassis-cab, Diesel.
NEW BEDFORD 8-ton tractor with Scammell couplings, Diesel.
1955-56 BEDFORD 10-12-cwt. vans.
1954-55 BEDFORD Dormobiles.
1954 BEDFORD 4-ton boxvan.
1952 BEDFORD 7-ton long-wheelbase truck.
1951 BEDFORD O model, 8-ton tractor, Diesel.
1955 BEDFORD 5-ton short-wheelbase tippers, steel bodies, Anthony hoist gear, petrol or Diesel.
1955 BEDFORD 5-ton truck, 18-ft. alloy drop-side body, Diesel.

NEW BEDFORDS.

EARLY delivery most models, our after-sales service is second to none. Inquiries welcomed and promptly dealt with.
PART-EXCHANGES? Certainly!
FULL hire-purchase facilities.

PHONE, BARNET 1061.

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD.

NEW BARNET.
Phone, Barnet 1061.

AND

320 KING STREET, HAMMERSMITH,
LONDON.
Phone, Riverside 4111. 771-184

ARLINGTON MOTOR CO., LTD.

OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF

USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1955 Petrol 5-ton short-wheelbase tipper.
1955 Petrol 3-ton long-wheelbase with boxvan body.
1955 Diesel 4-ton long-wheelbase 1,060-cu.-ft. light-alloy Luton van.
CHOICE of several BEDFORD 7-ton long-wheelbase trucks and platform with Diesel and petrol engines.

MAY WE
QUOTE YOU.

FOR YOUR

NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.
Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.

DUMBALLS ROAD, CARDIFF.
Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.
SATURDAY. 771-220

1956 BEDFORD 5-ton long-wheelbase Diesel drop-side truck, excellent condition throughout, 6875. Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 771-156

CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS

NEW BEDFORD vans and conversions, early delivery.
NEW BEDFORD 25-cwt. van, petrol, 3-way loading.
NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.
1946 BEDFORD 10-cwt. van, £50.
1951 BEDFORD 10-cwt. van, £150.
1950 (Registered) BEDFORD tractor unit, Diesel, £300.
1952 BEDFORD 4-ton truck, with helper springs, £150.
REMINGTON ST., City Rd., N.1. (Near Angel) 771-252
Clerkenwell 7456.

Used Goods Vehicles (contd.)

SPURLING MOTOR BODIES, LTD. "THE NAME BEHIND THE SALE." FOR "QUALITY TESTED SECURITY."

BEDFORD 30-cwt. van, coachbuilt body, in exceptional condition.
1957 BEDFORD 6-ton forward-control Diesel truck, low mileage.
1956 BEDFORD 5-ton short-wheelbase tipper.
1956 BEDFORD 5-ton long-wheelbase truck.
1954 BEDFORD 8-ton Diesel tractor with 20-ft. trailer.
1954 BEDFORD 10-12-cwt. vans, choice of several.
1951 BEDFORD 5-ton boxvan.
1951 BEDFORD 2-ton boxvan.
1949 BEDFORD 2-ton boxvan.
1946 BEDFORD 2-3-ton truck, R.C. engine, new body.
OTHER makes and types available.
PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO

303 THE BROADWAY,

CRICKLEWOOD, N.W.2

Gla 2727 and 6687-8-9.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushmore St., N.1; Vigo Motors, W.10; and Colchester. 771-246

BILL WALTON, LTD., wish to notify customers that he will be closed from July 26 to August 11. Chappell's Garage, 190-6 Kennington Park Rd., S.E.11. 771-217

1955-6 BEDFORD Dormobile, in very good condition throughout, choice of two, from £399. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-9. 771-242

1951 BEDFORD 5-ton long-wheelbase trucks, overhauled and repainted, £175.
1953 BEDFORD 7-ton 5 model tipper (petrol), fitted U-shaped steel body, overhauled and repainted, £335.

MEADWAY COMMERCIALS, Bordenley Green Rd., Birmingham, 9. Victoria 4933. 771-108

K. J. MOTORS, LTD.

BEDFORD OFFICIAL MAIN DEALERS.

BEDFORD, 1947, 8-ton tractor unit, petrol, good tyres, £145.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 771-186

1956 BEDFORD Model A 5-ton long-wheelbase drop-side truck, fitted with hydraulic loading, one C-licence operator, in really excellent condition throughout, for quick sale, £475.

1953 BEDFORD 5-ton long-wheelbase platform truck, one C-licence operator, a really excellent machine, all tyres as new, for quick sale, £265.

1956 July, BEDFORD 12-cwt. van, mileage 21,000, one owner, a really excellent vehicle throughout, for quick sale, £355. H.P. terms arranged. Iver 947. 771-286

LUTON vans, 2-3-ton, January, 1953, one owner, £325.
SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451. 771-264

1952 BEDFORD-SCAMMELL 10-ton S-type tractor unit, petrol, good runner, choice of three, £165 each.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 771-398

1947 BEDFORD articulator, 22-ft. tanker trailer, good condition.
AND F. MOTORS, LTD., 2a Poole Park, London, T. N.4. Phone, Archway 4582. 771-179

Bedford Wanted

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 222-506

BEDFORD. All types wanted.

BEDFORD. All types wanted.

PHONE or write.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

771-258

BEDFORDS wanted! Bedfords wanted!!

BEDFORDS wanted! Bedfords wanted!!

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242.

771-245

1951-53 S-type BEDFORD 7-ton short-wheelbase, U-shaped body, must be petrol, but condition of engine immaterial, four required. W. Singleton Birch, Barnetby, Lincs. 772-x9889

Used Goods Vehicles (contd.)

COMMER

MOTORS AND PLANT (PETERBOROUGH), LTD., offer—
1952 COMMER QX, underfloor engine, unladen weight 3 tons, 7 cwt., in first-class condition.
NEWARK RD., Peterborough. Phone 5558. 771-45

COMMER 7-ton QX, 1950, 18-ft. alloy flat, £275. P. and E. Finney, Ltd., Bury, Lancs. 772-x9976

1950, December, COMMER 5-ton long-wheelbase, side loading truck, forward control, petrol engine, exceptionally well maintained, £200. Storrington Motors, Ltd. Storrington 400. 771-144

1953 COMMER vans, plain, from £265.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprice 7667. 771-205

1953 COMMER 5-ton truck, choice of two from £285, clean and sound body, tyres reasonable.

1957 COMMER Express delivery van, green, first-class order, £365. Capital Motor Co., Ltd., Remington St., City Rd., N.1. (Near Angel). Clerkenwell 7456. 771-254

2-3-TON tipper, excellent condition, ex-L.E.B., 1949. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3335. 771-229

1957 COMMER Cob, 15,000 miles, £425.

COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 771-419

1951 COMMER 3-ton boxvan.

1954 COMMER 7-cwt. pick-up, in very good order.

E. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Phone 4211. 771-341

1954 7-ton COMMER Model 43A, fitted with petrol engine, 6-cu.-yd. telescopic body and tipping rear, whole vehicle in sound condition, tyres good. Best offer secures.

M. DICKERSON, LTD., Gloucester St., Cambridge. Phone, Cambridge 56973. 771-351

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.

BURGH HEATH SERVICE STATION for good used commercials. Choice of over 12, 5-12-cwt. vans, all makes, from £185-£310. 771-209

DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.

L. W. VASS, LTD., Amphil, Bedford. Amphil 222-697

1948 5-ton DENNIS Pax long-wheelbase forward-control van body, 16-ft. length, good tyres, excellent order, £150. Haynes Motors, 102 High St., Thame. Phone 9. 771-x9718

1952 DENNIS Max 7-9-ton 20-ft. platform truck in first-class running order.

1950 DENNIS Jubilant 8-wheel platform lorry in first-class running order. Frailes (Hereford), Ltd. Phone, Hereford 4221. 771-119

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.

Seven Kings 5282.

SEVERAL 1953 DENNIS Horta Diesel units, Scammell couplings, trailers for same if required. 771-250

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS.

(NO CONNECTION WITH ANY OTHER FIRM.)
FOR GOOD USED VEHICLES.

1949 DENNIS Pax, normal control, petrol, long wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.
1949 DENNIS Max, Diesel, 5-speed, 19-ft. body, 36 by 8 tyres.

NEW

1958 DENNIS Pax III Diesel forward-control 7-ton chassis and cab, 8.25 by 20 tyres, body to requirements.

IVEL WORKS.

BIGGLESWADE.

Phone 2265.

771-226

1954 STORK boxvan, 900 cu. ft., £475. Box CM7022, care of "The Commercial Motor". 771-201

1951 DENNIS Pax, Perkins Diesel, integral cab, in very good condition, £325. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 771-224

DIAMOND T

DIAMOND T Diesel-engined trucks offered in good running condition at the attractive price £1,350 each. Inspection invited London area.

EVANS OF LEEDS, Waterloo Lane, Bramley, Leeds, 13. Phone, Pudsey 4005. 771-6462

EX-W.D. DIAMOND T Diesel 6 by 4 tractors, in good running order, also Scammell 6 by 4 tractors with wind-up running order. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 771-391

DODGE

1952 5-ton DODGE long-wheelbase drop-side truck, £150. Hamblins Garage, 7 Rectory Rd., Rushden. Phone 3211. 771-42

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Used Goods Vehicles (contd.)

1956 DODGE long-wheelbase tipper, Perkins P6, 14-ft. 6-in. body, good tyres, £850. Dudley Motor Co., Ltd., Wellington Rd., Dudley. Phone 2464. 771-35

1954 DODGE 141R6 short-wheelbase tipper, in good condition, £700.
1948 DODGE 2-3-ton petrol, good engine, £75. Cottee and Edwards Ltd., Nottingham. Phone 12213. 771-151

CAMKIN MOTORS, LTD.

MAIN DODGE DISTRIBUTORS.

OFFER:—

1955 DODGE 5-ton 105P6 drop-side lorries, always choice of three or four, in excellent mechanical condition.

1955 DODGE 105P6 Duramax boxvan, roller shutter at rear, 15 ft. by 6 ft. by 6 ft. 9 in., one owner, exceptional in every way.

CAMKIN MOTORS, LTD.

SHERBORNE, DORSET.

Phone, Sherborne 681-2.

771-248

1954 DODGE 2-3-ton all-metal boxvan, ideal for cartage of meat, ready for immediate use, £245.
OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 771-289

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY.

N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins Diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 771-197

1947 DODGE 5-ton pantechon, 1,200-cu.-ft., very good condition, in workshop, £300.

1948 DODGE 5-ton long-wheelbase platform truck, very clean condition, £65.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 771-415

COOMBS, main Ford dealers.

AUGUST, 1948, DODGE 5-ton, 6-cylinder P.E., 13-ft. 6-in. long-wheelbase truck, one owner, vehicle carefully maintained above average condition, £175.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 771-312

Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write. **CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

771-257

E.R.F.

TWO 1951 E.R.F. Model 44 long-wheelbase trucks, Gardner 4LW. Watford 7252. 771-6457

1946 E.R.F., articulated 23-ft. trailer, mechanically sound, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 771-193

E.R.F. 4-wheel pole wagon, A.E.C. 7.7 engine, 900 cu. ft. by 20 tyres equipment, suitable for loads up to 450 cu. ft. Box CM697, care of "The Commercial Motor." 771-364

1947 E.R.F. 6-wheeler, 22-ft. platform body, double-drive, 5-speed box, 6LW engine, clean and mechanically, very good throughout, bargain, £650. E.R.F. apic. 7.7 engine, 5-speed box with 26-ft. trailer, the outfit in very good order, 1950; also E.R.F. vehicles in stock.

FRUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 771-402

DISMANTLING 1948 E.R.F. 8-wheeled tipper, all parts available, broken rear axle. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill, Notts. 2623. 771-188

FODEN

FODEN DG615 8-wheel 18-cu.-yd. tipper fitted with twin-ram roller tipping gear, £500. M. Dickerson, Ltd., Gloucester St., Cambridge 56973-4. 771-6469

1946 FODEN 8-wheeled tipper, long wheelbase, 40 by 8 tyres, all very good, new coal body and tipping gear recently fitted at a cost of £700, in good order throughout, £975. Hamblins Garage, 7 Rectory Rd., Rushden. Phone 3211. 771-40

FODEN DG, 6 by 4 ex-W.D. truck on 36 by 8 tyres, 6LW engine, in very good condition, £400. R. Justice, Winter Close, Underwood, Notts. Langley Mill 3182. 771-48

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Used Goods Vehicles (contd.)

FODEN FG 5-71 (August, 1949) boxvan, separate cab, wood condition, £600. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 2166. 771-282

PEPPERS GARAGE (NANTWICH), LTD.

OFFER FOR SALE

FODEN, first registered February, 1955, FG6/12 14-ton long-wheelbase drop-side lorry, one C-licence owner, 20-ft. body, mileage under 40,000 from new, taxed to December.

LONDON ROAD.

NANTWICH, CHESHIRE.

Phone 65591.

771-86

FODEN F.G.6 12 pole wagon, 6-wheel double-drive tractor, with tandem carriage, suitable for loads up to 20 tons, on 40 by 8 tyre equipment, Gardner 6LW engine. Box CM698, care of "The Commercial Motor." 771-365

FORD THAMES AND FORDSON

4X4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-648

1954, October, FORD 4D Diesel 4-5-ton long-wheelbase drop-side truck, 14 ft., guaranteed mileage 46,000, one C licence owner, in first-class condition, £475.

1955, September, as above, guaranteed mileage, 67,000, fitted twin fuel tanks, £575.

1955, July, as above, guaranteed mileage, 46,000, fitted twin fuel tanks, £675.

ALSO 1,000-cu.-ft. Luton-type van body mounted on 1947 7y Ford chassis, aluminium sheeted, in good condition, £65.

THE three Diesels are taxed to December, 1958, and also carry comprehensive insurance cover.

ST. DENYS METALS, LTD., 64 St. Denys Rd., Southampton. Phone 57881 (any time). 771-6438

FOR sale, 1951 FORDSON 5-ton vehicle, fitted with Jekis body, in running order.

APPLY 103 Sheffield Rd., Chesterfield. 771-14

FORD 4D 1954 3-tonner, very good condition, tyres nearly new, very low mileage, special low-loading body, £400. Photo, available. H.P. arranged, delivered anywhere. Motor Traders (Brighouse), Ltd., Huddersfield Rd., Brighouse, Yorkshire. Brighouse 2057. 771-65

BARGAIN! Bargain!

OWING to change of policy new FORD Trader 5-ton long-wheelbase wagon, double drop-sides, 6-cylinder Diesel, fitted heater, Michelin X tyres, heavy duty frame, cost £1,550. Best offer. Free delivery to any part. H.P. if desired. Gordon Sudworth, Ltd., Moldgreen, Huddersfield 8844. 771-87

W. HAROLD PERRY, LTD.

STATION BRIDGE.

WEALDSTONE, MIDDLESEX.

CHOICE of two Thames 4D flat platform trucks, first-class condition throughout, first registered 1955 and 1956 at £565 and £595 respectively.

EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 4-cylinder Diesel engine, cab painted red, £1,050.

EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 6-cylinder Diesel engine, cab painted black, £1,135.

HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

AND TO

5.30 P.M. SATURDAYS.

771-173

1957 FORD 5-cwt. Thames van, duo colours, in very good condition throughout, £335.

1953-4 FORD 5-cwt. in very good condition throughout, £169. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 771-240

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,320.

THAMES 4D Diesel 4-ton chassis, fitted with 1,150-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,200.

THAMES 15-cwt. chassis-cab, fitted with 375-cu.-ft. Luton body, new and unregistered, ex works, £695.

HIRE-PURCHASE facilities available, deposit now only one-third.

ALL Thames models in stock for early delivery; any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 771-324

TWO 1947 FORDSON pantechonics, 900 cu. ft., £80 each.

1953 FORD 10-cwt. van, low mileage, excellent condition, blue, £225.

1956 FORD 4D 3-ton truck, £450.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 771-417

Used Goods Vehicles (contd.)

1955 Thames 4-cylinder Diesel 3-ton long-wheelbase truck, £375.

1957 Thames 3-cwt. van, green, low mileage, heater, used solely for private purposes, £380.

EDWARDS BROS. (SALISBURY), LTD., main FORD Dealer, Castle Garage, Salisbury 5301-2-3. 771-233

1951 P6 Diesel, Sussex 8-ton 6-wheeled lorry, very small mileage, £295.

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 771-109

1954, October, FORD Perkins P6 5-ton long-wheelbase drop-side truck, new spare, fog lamp, etc., £275.

1955 FORD 4D 5-ton drop-side truck, £475.

F. G. BARNES AND SONS, LTD., By-pass Rd., Guildford 3355. 771-285

FRANK G. GATES, LTD.

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

1957 Trader Diesel 2-ton truck, £850.

1958 Trader Diesel 20-cwt chassis-cab, £775.

1956 Thames 30-cwt. Diesel van, £500.

1950 Thames drop-side Diesel tipper, £295. 771-411

1954 FORD 10-cwt. van, with seats and windows.

E. J. BAKER AND CO. (BORKING), LTD., 273 London Rd., Staines. Phone 4211. 771-342

1956 3-ton FORD Thames 4D drop-side truck, good condition, four excellent tyres, attractive value at £495. Woodyard Motors, Milton Rd., Southend-on-Sea. Phone 43344. 771-303

1957 2-ton 4D Diesel van, 450 cu. ft., twin rears, mileage 5,000, £750; another, 1955, 3-ton long chassis, 700 cu. ft., £650. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 226. 771-320

F.W.D.

F.W.D. Tractor, complete with Garwood winch, in good condition, ex-circus, £150. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 2366. 771-280

GUY

1952 GUY Otter with 4LK Gardner engine, Eaton 2-speed axle, Holmes alloy cab and Holmes double-drop-side alloy body, 16 ft. 6 in. The whole vehicle is in good condition, £375. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. 771-440

JENSEN

THE TEN COUNTY JENSEN DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY.

N.W.2.

Gladstone 2234-5-6-7.

FULL range of spares for all models.

SALES and service. Perkins Diesel service

EARLY delivery on all models. 771-193

KARRIER

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1957 LAND ROVER, 88-in. wheelbase, many extras, 8,000 miles, immaculate, £535.

1956 LAND ROVER excellent condition, low mileage, £450.

1955 LAND ROVER, excellent condition, many extras, £430.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 771-418

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1949 LEYLAND Comet medium-wheelbase tipper, in very good order throughout, Hamblins Garage, Rectory Rd., Rushden. Phone 3211. 771-43

1956, November, LEYLAND Comet, normal control, 14-ft. 2-in. wheelbase chassis and cab, with extensions.

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1942 LEYLAND Beaver flat-platform lorry, first-class condition.

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Used Goods Vehicles (contd.)

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1947 SEDDON 6-tonner, price £225.

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Atkinson 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.

Commer 7-ton Rootes Diesel, air brakes, 13-6 wheelbase.

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1937 A.E.C. 8-wheeler, 7.7 engine, platform. 222-689

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TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS. 20 FT. LONG. EXCELLENT CONDITION.

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1948 ALBION 5-6-ton long-wheelbase lorry, with special A licence 3 tons 15 cwt. Western areas, £1,250.

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1951 MAUDSLAY 8-10-ton long-wheelbase lorry, 20-ft. platform, clean and good condition, only £550, or available with special A licence, Metropolitan and South Eastern areas.

1950 COMMER 6-7-ton long-wheelbase lorry, with special A licence 3 tons 15 cwt. Western area, £1,250.

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T RAILERS with special A licences, Metropolitan and Eastern areas, £750.

TERMS AND EXCHANGES.

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1955 MORRIS (B.M.C. Diesel) 5-ton F/C long-wheelbase drop-side truck (choice of two).

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EX-W.D. long-wheelbase Austins and Bedfords, £120 and £130.

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1948 2-ton AUSTIN tipper, in good running order.

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1952 MORRIS Cowley van, excellent condition.

1956 10-ton COMMER articulated, with Hand-trailer Rootes Diesel engine.

B EDFORD 1956 12-cwt. van. 771-21

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1954 Thames Estate type, black and grey, £345.
1954 (Model) BEDFORD Dormobile, dual blue, £425.
1953 HILLMAN estate, green, heater, £425.
1950 BEDFORD Martin Walker, green, £225.
1948 LEA FRANCIS estate type, £280.
1948 LEA FRANCIS estate type, £175.
1947 HILLMAN 10 h.p., grey, £225.

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1957 MORRIS 15-cwt. Omnivan, speedo reading 10,000, green-cream, £480.
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1957 FORD Thames 7-cwt. van, grey, one owner, £355.
1956 AUSTIN 10-cwt. van, grey, one owner, £350.
1956 (Model) A30 van, grey, £325.
1956 Thames van 5-cwt., grey, heater, £315.
1955 FORD 10-cwt. blue van, speedo reading 24,000, £245.
1953 MORRIS Cowley van, heater, £295.
1953 FORD 10-cwt. van, cream, £195.
1953 FORDSON 5-cwt. van, green, £195.
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- 1955 BEDFORD Diesel 5-ton long-wheelbase double-drop-side truck, green, £550.
1954 (Model) BEDFORD 20-25-cwt. Spurling body van, blue, £350.
1954 AUSTIN 5-ton long-wheelbase double-drop-side truck, grey, £295.
1954 (Model) SEDDON Diesel 3-ton long-wheelbase drop-side truck, £395.
1953 AUSTIN 5-ton 5-cu.-yd. tipper (choice of two), grey, from £395.
1952 DODGE Diesel, 6-cu.-yd. hydraulic tipper, green, £395.
1952 (Registered) BEDFORD 5-ton long-wheelbase double-drop-side hydraulic tipper, recent reconditioned engine, blue, £265.
1951 FORD Thames 2-ton van, blue, £150.
1950 AUSTIN 2-3-ton 700-cu.-ft. penttechnicon, Tiverton body, £275.
1950 SEDDON 6-ton long-wheelbase platform truck, recent reconditioned engine, excellent throughout, £350.
1949 BEDFORD 5-ton long-wheelbase platform truck, £125.
1949 Cattle container body, suitable 5-ton truck, £175.
1948 AUSTIN 25-cwt. drop-side truck, £185.
1947 BEDFORD 2-3-ton cattle truck, green, £165.
1947 COMMER Q25 van, blue, £65.
1947 BEDFORD 3-ton 4-cu.-yd. hydraulic tipper, very good order, £125.

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COMMERCIAL ROAD,
SOUTHAMPTON. 771-423

SELLERS AND BATTY (SALES), LTD.,
COMMERCIAL VEHICLE SPECIALISTS.
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- E.R.F., FORD, SENTINEL.**
- 1936 A.E.C. 7.7 8-wheeler flat, fitted booster box, single drive, medium wheelbase, suitable for tipper, good condition, recently rebuilt, cheap to clear, £295.
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- NEW E.R.F. 8-wheel double-drive 6-cylinder Gardner engine, 21-ft. alloy bodied hydraulic tipper, special A licence can be supplied East Midland, Metropolitan or North Western Area.
NEW DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. flat, can be supplied with special A licence, Yorkshire or East Midland Area.
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1950 FODEN 8-wheel double-drive 21-ft. hydraulic tipper, Pilot gear, 40 by 8 tyres, Gardner engine.
1952 FODEN 8-wheel double-drive 22-ft. steel body, hydraulic tipper, 2-stroke engine, very clean.
1946 LEYLAND Hippo 6-wheel double-drive 18-ft. steel body, hydraulic tipper.
ANY of the above machines can be supplied with A Metropolitan, East Midland or North Western Area special A licence.
1956 B.M.C. 15-ft. drop-sided hydraulic tipper, very sound, choice of two.
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1956 FORD D 12-ft. hydraulic tipper, high sided.
1950 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
1954 SEDDON 14-ft. hydraulic tipper.
1955 Rebuilt E.R.F. 16-ft. alloy bodied hydraulic tipper, 5-cylinder Gardner, £750.
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1949 FODEN 4-wheel, fitted 4LW Gardner engine, 18-ft. flat.
1952 ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.
1956 SEDDON 14-ft. hydraulic tipper, P6 engine.
1955 LEYLAND Comet 18-ft. alloy body, new engine.
CHOICE of 50 other trucks, from £50 upwards.

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NEW DODGE 146 AR6 double-drop-side (choice of two).
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SHELDON, BIRMINGHAM, 26.
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- FORDSON 4D Diesel tipper, 1955-6, £400.
DODGE 3-ton 750-cu.-ft. Luton van, in excellent condition, £125.
COMMER 35-cwt. van, recent reconditioned engine, good tyres, an exceptional bargain at £50.
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TERMS, EXCHANGES. 771-24

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- 1954 BEDFORD 7-ton tipper.
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- 1956 A.E.C. Mercury, 22-ft. flat.
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1954 ALBION 8-wheeler 11.3, double drive, 24-ft. flat.
1954 ATKINSON, 5LW, twin steer; choice of two.
1953 FODEN 2-stroke, fitted latest Mark V engine.
A Number of 6- and 8-wheel tippers from 1948 onwards
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ONE 1951 and 1954 FODEN 8-wheel tippers, 6-cylinder engines, fitted with F.10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.
DODGE platform vehicle, complete with special A licence, 2 tons 16 cwt.
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1948-50 4-wheel MAUDSLAYS, 20-ft. platforms, choice of seven.
SEVERAL 1953 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engines, double-drive rear axle, U-7 Pilot uppers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

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THE COMMERCIAL MOTOR SPECIALISTS,
OFFER THE FOLLOWING CAREFULLY SELECTED USED VEHICLES.

- COMMER T53 7-tonner, registered November, 1956, fitted with Edbro twin-ram gear and alloy end tipping body, 12 ft. 6 in. with 3-ft. 6 in. sides, condition as new, £1,400.
SENTINEL Light 6-wheeler registered 1952, 20-ft. platform body, 4-cylinder D1 engine, Servo brakes, very good condition, £650.
FORD Thames 4D Diesel drop-side truck, 1954, with 12-ft. 6-in. drop-side body, repainted maroon, in very good condition, £185.
LEYLAND Octopus 8-wheeler drop-side lorry, November, 1955, fitted with Leyland 6-cylinder 600 D1 engine, 5-speed gearbox, double-drive rear axle, 500 by 20 heavy duty tyres, 24-ft. triple drop-side body, cab fitted heater, genuine mileage 80,000, condition as new, £2,950.
FODEN D.G.6-12 ex-Government vehicle, first registered 1949, fitted reconditioned Gardner 6LW engine, 5-speed gearbox, double-drive rear axle, 21-ft. drop-side body, in very good clean condition, £800.
AUSTIN long-wheelbase 5-ton twin-ram end tippers.
A fitted Perkins P6 engines, good tyres and general condition, choice of two.
SENTINEL 4-wheeler twin-ram end tipper, 1953, 4-cylinder D1 engine, in good condition, £450.
PART EXCHANGES. HIRE PURCHASE. INSURANCE. 771-22

LEYLAND Comet, long-wheelbase tipper, 1949.
LEYLAND Comet short-wheelbase 1949 standard tipper.
AUSTIN A35 van, June, 1957, excellent condition.
VULCAN, P6, long-wheelbase drop-sider, April, 1951.
COMMER Cab, 1957 models, choice of two in immaculate condition.
MORRIS 1-ton van, June, 1956, in very good condition
NEWCASTLE (STAFFS) MOTOR CO., LTD.,
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YORK trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today.
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NEW VEHICLES

FOR IMMEDIATE DELIVERY:—

BEDFORD 7-ton U-shaped steel tipper, R6 engine, Eaton 2-speed axle, 9.00 by 20 tyres, this vehicle is new but registered and unused, £1,950, maker's guarantee.
BEDFORD 6-ton medium-wheelbase (132-in.), Bedford Diesel engine, £1,466.
BEDFORD Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.
BEDFORD 10-12-cwt. drop-side, separate cab, pick-up truck, 624 lbs. 3d.
FODEN 14-ft. 6-in. wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

SPECIAL LICENCE.

SOUTH WALES AND WEST.

SEDDON 1948 long-wheelbase drop-side lorry, this is an exceptional vehicle, has a 4LK Gardner engine, all good tyres, £1,500.
BEDFORD (June, 1958), Bedford Diesel, medium-wheelbase 6-tonner, 14-ft. 6-in. platform body, £2,200.
LEYLAND Octopus, 1952, long wheelbase, drop side, in good condition throughout, £3,750.

LONG WHEELBASE.

LEYLAND Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.
LBION 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition, £1,200.

E.R.F. 1943, 5LW Gardner engine, very clean condition, £1,200.

BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.

ALBION 1951 Chieftain, lightweight body, wood sides, good condition throughout, £600.

GUY Otter, 1953, P6, 2-speed rear axle, platform body, clean machine, in good mechanical condition, £650.

BEDFORD 7-ton, R6, long wheelbase, 1954, one owner, £625.

BEDFORD 1949 long-wheelbase standard 5-ton, fitted with Tiverton cattle truck, Tiverton fold-over under-floor ramp built especially to dismantle to convert to ordinary platform lorry but it is still a perfect cattle truck and suitable for horses, £400.

FORDSON 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent condition throughout, £350.

BEDFORD 1953 7-ton long-wheelbase petrol drop-side truck, £350.

FODEN 1939 long-wheelbase platform, 4LK Gardner, in very nice condition throughout, £350.

SEDDON 1947 long-wheelbase double-dropside, £275.

AUSTIN 1951 3-way vans, quite good condition, choice of three, £100.

LEYLAND Comet long-wheelbase, 1952, normal control, good condition throughout, 18-ft. platform body, £800.

MAUDSLAY 1948 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.

LBION 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

TRAILERS AND ARTICULATED.

YORK new 10-ton 25-ft. platform trailers, S.A.E. coupling, 9.00 by 20 tyres, £728.

LYSON new 15-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,575.

MAUDSLAY 1948 tractor unit, fitted with 5LW Gardner engine, S.A.E. coupling, suit above trailer, £700.

YORK new 10-ton, 18 ft. in well, knock-out axle, two-line air brakes, low-loading trailer, £1,294.

YORK new 15-ton, 16 ft. in well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,190.

AUSTIN-TASKER 1948 tractor unit, complete with 16-ft. 6-in. in-well low-loading semi-trailer, knock-out axle, £750.

AUSTIN Loadstar articulated, 1951, petrol, Tasker platform trailer, landing wheels, £400.

ALDERSLEY 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.

MAUDSLAY tractor unit, 1945, 7.7 A.E.C., £350.

SCAMMELL platform trailer, good condition, £300.

AUSTIN 1947 articulated Tasker, platform trailer, landing wheels, £275.

BEDFORD-SCAMMELL 1948 tractor units, choice of two, £100 each.

MAUDSLAY 1948 tractor unit, 5LW Gardner engine, in exceptionally good condition throughout, complete with two Tasker tandem-axle 14-ton platform trailers, £1,850.

LBION Chieftain, 1950, fitted with Meadows 4-cylinder Diesel engine, Carrimore close-coupled semi-trailer, 25-ft. platform, 8.25 by 20 tyres all round, good condition throughout, £650. Or with Tasker platform trailer and 16-ft. 6-in. in-well low-loading trailer, 8-10-ton, £1,350 complete with both trailers.

TIPPERS.

SEDDON, November, 1956, 2-speed, 7-ton standard, underbody tipping gear, 9.00 by 20 tyres, exceptionally good condition throughout, £1,150.

AUSTIN 1955 5-ton steel body petrol tipper, clean condition, £425.

(Continued in next column)

Used Goods Vehicles (contd.)

COMMER 1952 P6 standard wood-body tipper, £400.
BEDFORD 1949 standard 5-ton petrol tipper, good condition, cheap little wagon, £275.
SEDDON 1948 steel-body tipper, rough condition, £150 to clear.
SEDDON 1950 long-wheelbase drop-side tipper, fair condition, £300.

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USED VEHICLES.

ATKINSON 8-wheeler, July, 1954, with Gardner 6LW double-drive bogie, 24-ft. alloy and timber platform, in very clean condition.
ALBION Reiver 6-wheeler, December, 1955, with Leyland Comet engine, and fitted with a new 22-ft. 6-in. platform body.
LEYLAND Comet 90, Model ECO2R, July, 1955, short-wheelbase tipper, good tyres.
DODGE articulator, July, 1955, fitted with P6 engine, B.T.C.-SAE coupling and 20-ft. B.T.C. semi-trailer.
A.E.C. Mammoth Major 8-wheeler, 1936, 7.7 engine, double drive, 24-ft. platform.
BEDFORD 5-ton long-wheelbase, 1949.

PART-EXCHANGES.

HIRE-PURCHASE AND HIRING AGREEMENTS.

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1952 FORD 2-ton vans, 4D engines, choice of several, £275.
1955-6 FORD 10-cwt. vans, roof racks, choice of two, £260.
1946 A.E.C. Matador 8-ton 7.7-litre truck, £475.
1952 E.T.6 converted 4D artic. and trailer, £250.

BEDFORD tipper, rebuilt 1952, 5-ton 5-yd. drop-side body, P6 engine, Anthony hoist, very sound, £275.

374 EALING ROAD.

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HAVE THE FOLLOWING VEHICLES ON SALE:—
1951 LEYLAND COMET 90, high-sided body, Pilot twin-ram tipper; 1951 SENTINEL, high-sided body, Pilot twin-ram tipper; 1950 SENTINEL 6-wheeler, high-sided body, twin-ram tipper; 1952 FORDSON 4D Diesel 5-ton long-wheelbase lorry; 1954 DODGE 5-ton P6 long-wheelbase lorry, one owner-driver; 1956 DODGE 7-ton, R6, high-sided body, Edbro twin-ram tipper; 1949 MAUDSLAY long-wheelbase lorry; 1955 BEDFORD 7-ton R6 long-wheelbase lorry, very clean, new Mark II engine; VULCAN 5-ton, high-sided body, twin-ram tipper, new P6 engine.

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E.R.F. 1953 4-wheeler, special A.
COMMER QX 18-ft. flat, special A.
DODGE P6 1955 long-wheelbase, special A.
FORD 10-cwt. vans, choice of two, 1955.
LEYLAND Comet 1955 long-wheelbase.
DENNIS Centaur long-wheelbase, 1955.
SPECIAL A licensed.

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1957 LEYLAND Comet long-wheelbase tipper, normal drive, double-ram 100 engine, Albion 5-speed box, Eaton 2-speed, 3,400 miles, perfect condition, one owner, £1,745.

1957 7-ton BEDFORD articulated, Meadows engine, 23-25-ft. trailer, Scammell couplings, low mileage, £1,425.

1957 AUSTIN A50 van, New Look, clean, 18,000 miles, £450.

1957 FORD 4D, new tyres, new condition, £695.

1957 FORD 5-cwt. van, new condition, £345.

1957 FORD 4D Diesel truck, £695.

1956 June, COMMER TS3 long-wheelbase, Edbro tipper, double ram, impaculate, £1,150.

1956 BEDFORD articulator, Diesel, A type, new 25-ft. trailer, with Scammell couplings, practically new engine, £1,095.

1956 BEDFORD Diesel short-wheelbase tipper, A type, very clean, Eaton 2-speed, £725.

1956 April, AUSTIN, B.M.C. Diesel, 5-ton with heavy duty equipment, long-wheelbase, 6-cylinder, 17-ft. flat, sideboards, £25 by 20 tyres, choice of two, £795.

1956 DENNIS Stork 1,450-cu.-ft. Luton van, low-platform loader, 4-cylinder Diesel, Seddon, weight under 3 tons, all Homalloy body, £950.

1956 BEDFORD A type 5-ton long-wheelbase Diesel, 17,000 miles, specimen vehicle, £695.

1956 FORD 4D cab and chassis, very clean, Balco extension, £525.

1956 B.M.C., 4-cylinder Diesel, extended chassis, 20-ft. flat, 3-4-ton, good tyres, £550.

1955 October, A.E.C. long-wheelbase 8-wheel double-ram Pilot tipper, 9.6 engine, £2,900.

1955 COMMER 3-ton boxvan, Balco extension, extended chassis, £395.

1955 MORRIS LDI 30-cwt. van, 9,000 miles only, new, £475.

1955 BEDFORD short-wheelbase tipper, Diesel P6, A type, 825 by 20 tyres, choice of two, £650.

1954 SEDDON, Diesel P4 engine, roller shutter sides, very clean, choice of two, £495.

1954 September, BEDFORD A type P6 Luton van, walk-in tailgate, approximately 1,450 cu. ft., £925.

1954 December, BEDFORD short-wheelbase tipper, steel drop-side body, A type Diesel, £625.

1954 November, BEDFORD long-wheelbase tipper, P6 engine, £695.

1954 MORRIS LDI 30-cwt. van, only needs steeing, £425.

1954 MORRIS LDI Personnel carrier, 12 seats, 12,000 only, £475.

1954 DENNIS Stork, Perkins P4, drop-side truck, 17-ft. 6-in. flat, new tyres, any trial, £475.

1954 BEDFORD long-wheelbase drop-side truck, clean, £395.

1953 June, FORD 2-ton 4D van, very clean, £425.

1953 November, SEDDON long-wheelbase tipper, quite sound, £575.

1953 Late BEDFORD truck, long-wheelbase, sideboards, petrol, A type, choice of two, £395.

1953 E.T.6 FORD, 1,450 cu. ft. Luton van, platform loader, Perkins P6 Diesel, £725.

1952 SEDDON articulated Eaton 2-speed, David Brown box, 23-ft. or 25-ft. trailer, Scammell coupling, £795.

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1947 MORRIS COMMERCIAL petrol 1-ton van
1954 Short-wheelbase tipper, FORD, E.T.6.
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1956 FORD 4D Diesel, 5-ton truck, in first-class condition, £520.

1955 BEDFORD 5-ton Diesel drop-side truck, £485.

1955 BEDFORD, "A" type Scammell petrol unit, C-clance operator, £400.

1954 BEDFORD, "A" type Diesel, in first-class order, £495.

1954 October, BEDFORD 7-ton, R6, platform body, in excellent condition, £495.

1954 BEDFORD A-type petrol truck, excellent condition, £395.

1954 AUSTIN 3-ton, with meat body and hanging rail, excellent condition, £395.

1953 BEDFORD boxvan, 1,000 cu. ft., separate cab, choice of three, from £280.

1953 BEDFORD tipper, 5-ton long-wheelbase, Edbro rear, in very good condition, 80% tyres, £325.

1951 BEDFORD Diesel 5-ton drop-side truck, £225.

1950 AUSTIN Loadstar long-wheelbase tipper, £195.

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Used Goods Vehicles (contd.)

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TOP price paid for your vehicle in part-exchange.
One-third deposit. Immediate H.P. arranged.
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NEW E.R.F. 44G 4-wheel, 20-ft. platform, £3,122.
NEW FORD Trader 6D 7-ton chassis-cab, £1,432.

1956 Thames E17 long-wheelbase tippers, £585.

1956 B.M.C. 6-ton long-wheelbase tipper, 25,000 miles only, one owner, £695.

1956 FORD 4D short-wheelbase tippers, £475 each.

1955 BEDFORD 7-ton R6 Mark II long-wheelbase drop-sider, excellent, £685.

1955 And 1956 COMMERCIAL T53 long-wheelbase drop-sider, from £925; choice of three.

1955 DENNIS Stork 15-ft. drop-sider, £425.

1955 Rebuilt A.E.C. 8-wheeler long-wheelbase alloy tipper, £1,650.

1955 DENNIS Max, 18-ft. platform, £325.

1945 SEDDON, Carrimore 21-ft. platform articulated unit, 10-12-tonner, £650.

1952 GUY Vixen van, separate cab, Gardner 4LK, 2-speed axle, rear roller shutter, very clean, £525.

1955 MORRIS 3-ton drop-sider, B.M.C. Diesel, normal control, £365.

1950 DODGE 105, 17-ft. platform.

1950 VULCAN, 17-ft. platform, £350.

1949 JENSEN 6-ton, 23-ft. alloy platform, ideal caravan transporter or bulky loads, £345.

1948 SEDDON 7-ton chassis-cab, £325.

1945 MAUDSLAY, 18-ft. platform, £175.

1940 FODEN, 16-ft. platform, £195.

1940 E.R.F. twin-steering 6-wheeler, light model, fitted 4LW, £425.

PETROL trucks.

1954 BEDFORD A-type 6-ton long-wheelbase drop-sider, £395.

1954 COMMERCIAL Q4 16-ft. drop-sider, £425.

1954 (Registered) COMMERCIAL QX short-wheelbase tipper, £325.

1951 COMMERCIAL Q4 13-ft. drop-sider, £125.

1950 COMMERCIAL QX underfloor 16-ft. 6-in. drop-sider, £175.

FORD 4 x 4, needs attention, £35.

COMMERCIAL Q5 short-wheelbase with breakdown body, £25.

CHEVROLET breakdown 4 x 4, twin Gar Wood long platform, £350.

1939 THORNYCROFT Sturdy, Duralumin body frame, 15-ft. drop-sider, rough, £35.

VANS, etc.

NEW Thames 15-cwt. forward-control van, £579.

1956 BEDFORD CA van, as new, £350.

1955 BEDFORD 30-cwt. van, £395.

1949 AUSTIN 3-way, new P4 Diesel, £395.

1955 LAND ROVER, as new, £375.

1956 FORDSON 10-cwt. van, 16,000 miles, £275.

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TILBURY'S (SOTON), LTD.,

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TERMS, BOTH H.P. AND RENTAL AVAILABLE.

DEMONSTRATION VEHICLES.

SEDDON Diesel Mk. 15, fitted with P6 engine, 13 ft. 6 in. wheelbase, cab and chassis, 8.25 tyre equipment.

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1956 B.M.C. 7-tonner, double-dropside, fitted with power steering and twin-speed axle, very clean condition.

1954 November, SEDDON Diesel, Scammell articulated unit, fitted with de luxe cab, indication board, modified R6 engine, one owner, above average condition.

1953 SEDDON Mk. 5L, fitted with Homalloy body, under 3 tons unladen, excellent condition.

1952 SEDDON Diesel Mk. 5L tipper, fitted with 9.00 by 20 tyres, wood body, clean and tidy, ready for immediate work.

1952 SEDDON Diesel Mk. 5L, fitted with platform body, excellent condition.

1950 E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout, including mechanical condition.

1954 (Late) SCAMMELL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.

1949 COMMERCIAL Superpolo Perkins Diesel platform truck, considerably above average condition.

ALWAYS in stock. Diesel-engined vehicles between £200-6400. 771-148

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LARGE SELECTION OF USED VEHICLES IN STOCK.
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1954 A.E.C. 8-wheeler tippers, double-drive, 16-ft. 9-in. wheelbase, fitted with 9.0 and 11.3 engines, 22-ft. 6-in. body with 4-ft. 8-in. sideboards, 900 by 24 tyres.

1954 BEDFORD 7-tonners, good selection.

1955 GUY 8-wheeler and trailer with special A licence Metropolitan area, 8 tons 13 cwt. ALBION Chieftain.

1953 GUY 8-wheeler tipper, 22-ft. alloy U body.

1956 A.E.C. Majestic (three), twin-steer flats or tippers.

1957 BEDFORD articulators, good selection with either Dyson or Tasker semi-trailers, 22-ft. body.

1954 A.E.C. 8-wheeler, 9.6 engine, double-drive, 24-ft. 6-in. body.

1953 FODEN 8-wheeler, 6LW engine, double drive, 24-ft. 6-in. body.

1949 A.E.C. Monarch Mk. III, 7.7 engine, 21-ft. body.

1951 FODEN 4-wheeler, 4LK engine, 19-ft. body.

1951 THORNYCROFT body, Albion Chieftain engine.

1949 THORNYCROFT 8-wheeler, 6LW, 24-ft. body.

1948 ALBION CXM, Diesel, 18-ft. body.

1945 E.R.F. twin-steer, A.E.C. engine.

1949 FODEN 6-wheeler, 6LW engine, double drive, 20-ft. body.

1946 ATKINSON 6-wheeler, 6LW engine, double drive.

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AUSTIN 1955 10-cwt. van, small mileage, perfect, £290.

AUSTIN 1957 5-cwt. van, small mileage, as new, £325.

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FODEN 1957 20-ton tractor chassis and cab, as new, £2,200.

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1952 COMMERCIAL tractor unit, fitted reconditioned Perkins P6, excellent condition, £325.

1950 LEYLAND Comet long-wheelbase, good condition, £750.

1950 ALBION Chieftain tipper, medium wheelbase, fitted Hydro-Vac, excellent condition, £725.

1951 COMMERCIAL long-wheelbase Superpolo, Perkins P6, excellent condition, £295.

1951 AUSTIN Loadstar Luton van, petrol, £225.

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1954 7-ton long-wheelbase BEDFORD Diesel, £635.

1955 BEDFORD 7-ton long-wheelbase Diesel, £675.

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NEW ALBION 6-wheel Reiver chassis with Leyland power unit and 6-speed gearbox.

NEW Thames Traders, 5- and 7-ton 6-cylinder Diesel trucks.

OTHER models from 5 cwt. upwards.

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1954 November, ALBION Chieftain with 3-ton special A licence for N.W. Area; this vehicle is in immaculate condition.

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UNREGISTERED A.E.C. Matador 4 x 4 petrol unit, all as new and complete with winch.

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A Number of Ross, Clark and Towmotor, 3,000-14,000-lb. capacity. Write or phone for particulars.

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MORRIS Versatile 5-ton mobile crane, electrically operated with Perkins Diesel P4 engine mounted on 4-wheel chassis, all in new condition.

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1957 STANDARD 12-cwt. van, one owner, low mileage, excellent condition, £450.

1954 (Regd.) AUSTIN 2-3-ton Loadstar medium-wheelbase drop-side tipper, ideal builder's vehicle, £325.

1954 MORRIS 1-ton utility van, folding rear seats, £325.

1950 COMMERCIAL Q4 5-cu.-yd. end tipper, a sound vehicle, £215.

1957 MORRIS Minibus, 13 seater, £495.

1957 MORRIS Kenex 12 seater, £495.

1957 AUSTIN Omnicoach, £495.

1956 MORRIS Minibus, 13 seater, £465.

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QUEENS ROAD,

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FOR IMMEDIATE DELIVERY.

1953 FODEN 6LW 12-ton double-drive drop-side lorry, C-licence owner, passed by Foden's, 71,000 miles, make ideal tipper, body, P6 engine, £400.

1956 September, BEDFORD Diesel 5-ton 13-ft. tipper, new body and gear, low mileage.

EXCHANGES. 771-8

CHARLES WENSLEY AND SONS, LTD.,

OFFER THE FOLLOWING:—

1947 BEDFORD 5-ton short-wheelbase tipper, metal body, £170.

1950 BEDFORD 5-ton short-wheelbase tipper, wooden body, £180.

1949 BEDFORD 5-ton long-wheelbase with chassis extension 16-ft. 6-in. tipper, P6 engine, £400.

1949 BEDFORD 5-ton long-wheelbase tipper, P6 engine, £310.

1947 AUSTIN 5-ton long-wheelbase tipper, new engine last year, £175.

1946 BEDFORD 5-ton long-wheelbase platform truck, £165.

1956 BEDFORD 3-ton long-wheelbase tipper, petrol, low mileage, excellent condition, £600.

HIRE PURCHASE AND INSURANCE ON THE SPOT.

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OFFER FOR SALE THE LARGEST STOCK OF
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FROM THIS SELECTION.

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1957 COMMER 10-15-cwt. pick-up. blue and grey.
de luxe cab. £750.
1957 COMMER 10-ton tractor. Scammell coupling.
primer, with new Diesel engine not yet run.
£1,450.

BIRMINGHAM.

1950 COMMER forward-control 5-ton petrol platform
truck. £250.
1950 COMMER forward-control 7-ton petrol drop-
side truck. KOA 669, £169.
1951 BEDFORD forward-control 7-ton petrol drop-
side truck. LVP 329, £195.

MANCHESTER.

1955 January, COMMER express delivery van.
heater, good tyres, very good condition.
painted green, taxed December, £250.
1956 May, COMMER 7-cwt. Cob van, good con-
dition, painted thistle grey, good tyres, taxed
December, £325.
March, BEDFORD 5-ton forward-control 17-ft.
platform lorry, good condition, £125.
1952 August, Thames (FORDSON) 2-ton van, good
tyres, painted blue, good condition, £175.
1955 February, COMMER express delivery van,
good condition, painted red, good tyres, £275.
July, BEDFORD 10-12-cwt. van, good con-
dition, painted grey, good tyres, £325.
1956 December, KARRIER Bantam grocery-green-
grocery shop, Smith's body, all extras, 1,000
miles, £1,300.

MAIDSTONE.

1956 COMMER Cob van, blue, second seat and rear
seat, £345.
1956 AUSTIN-B.M.C. LD1A (Diesel) van, Diesel,
grey, good tyres and body, £490.
1957 COMMER express delivery van, lilac, £425.
FORD Thames 4D Diesel 5-cu.-yd. tipper,
green, good tyres and body, £725.
1955 FORD 4-ton platform, blue, £425.

ROCHESTER.

1948 AUSTIN 3-way van, brown, one owner, good
running order, good tyres, £159.
1951 AUSTIN 10-cwt. van, green, good condition,
good tyres, £249.
1957 COMMER EDV grey, one owner, as new,
excellent condition, £490.
1946 COMMER OJ3 truck, green, one owner, includes
canopy, good running order, £89.
1953 COMMER 3-4-ton pick-up, one owner, excel-
lent mechanical condition, good tyres, £275.
1957 COMMER EDV, blue, one owner, as new,
excellent condition, £479.
1945 FORDSON 4-ton van, brown, one owner, £99.
1956 MORRIS Cowley van, primer, one owner, very
good condition, all good tyres, £349.
1953 BEDFORD drop-side truck, good condition,
good tyres, £325.
1950 November, BRADFORD van, green, mech-
anically sound, good tyres, £159.

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ALBION Chieftain Diesel platform vehicle, £325.
1957 AUSTIN forward-control 10-cwt. van, as new,
2,000 miles only, £495.
1956 AUSTIN 1-ton Diesel van, £625.

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1956 BEDFORD Boys 6-wheeler, reconditioned R6
Mark 2 engine, 21-ft. 6-in. drop-side body,
SEDDON Diesel short-wheelbase tipper, choice
of two.
1954 BEDFORD 7-ton R6 Diesel, 17-ft. alloy body.
1952 DENNIS Max 7-8-ton 20-ft. platform truck.
1950 DENNIS Jubilant 8-wheel platform lorry.

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Used Goods Vehicles (contd.)

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1948 3-horse 3-groom horsebox with Harrison coach-
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1951 STANDARD Vanguard estate.
1938 ALBION breakdown truck less equipment.
1947 ALBION furniture van, 680 cu. ft.; choice of
three.
1954 BEDFORD Kenex Roadmaster conversion.
1947 COMMER van, 30 cwt.
1948 COMMER 25-cwt. boxvan, choice of three.
1949 COMMER 25-cwt. boxvan.
1948 DODGE 2-ton tipper.
1954 FORD gown van.
1949 FORD Utleiton.
1949 FORD 10-cwt. van; choice of three.
1952 FORD 10-cwt. utility type.
1947 GUY Vixen furniture van, 950 cu. ft.
1948 GUY Wolf furniture van, 680 cu. ft.; choice
of two.
1948 GUY Vixen furniture van, 950 cu. ft.
1948 MORRIS 35-40-cwt. boxvan.
1950 MORRIS 5-cwt. van.
1949 STANDARD Vanguard estate car; choice of
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1956 FORD 4D Diesel 950-cu.-ft. Luton van, £625.
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wooden drop-side body, really clean, £435.
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£385.
1955 FORD 4D Diesel 4-ton long-wheelbase drop-
side truck, £425.
1954 AUSTIN 5-ton short-wheelbase chassis-cab,
ideal for converting to tipper, £135.
1955 COMMER 5-ton boxvan, separate cab, alloy
body, £250.
1953 AUSTIN Diesel 5-ton long-wheelbase drop-
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£375.
1949 50 AUSTIN 2-3-ton 700-cu.-ft. Luton van, ex-
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1953 E.R.F., fitted with 5-cylinder Gardner engine,
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1948 SEDDON long-wheelbase platform truck, tyres
as new, £165.
1949 FODEN FG model, fitted with 5LW Gardner
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tyres, complete with 18-ft. Eagle trailer, £800.
1949 50 BEDFORD 5-ton long-wheelbase twin-ram
hydraulic tippers, choice of nine, £145 each.
1952 54 FORDSON ET6 hydraulic tippers, steel body,
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£1,125.
DODGE 103 AP6 Diesel tipper, 1955, tyres 8.25 by 20,
75% good, first-class condition, £675.
DODGE 103 AP6 Diesel tipper, 1954, tyres 900 by 20
rear, 8.25 by 20 front, five new, first-class condition,
£620.
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SEDDON, 1950, drop-side truck, repainted maroon, excel-
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SEDDON Diesel meat van, 1950, tyres 70% good, 17-ft.
interior body, alloy floor, good condition, £495.

ATKINSON, SEDDON, DODGE, FORD.

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200-220 CRICKLEWOOD BROADWAY,
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AUSTIN.

1955 AUSTIN A30 van with raised roof.

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1954 COMMER 25-cwt. forward-control van.

DODGE.

1951 DODGE 6-ton boxvan with 2-speed axle.

1954 DODGE 5-ton P6 Diesel long-wheelbase truck;
also 1949-51 petrol and Diesel models.

1952 DODGE 103 AP6 10-ton articulator, complete
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1953 FORDSON 5-cwt. van.

1955 FORDSON 10-cwt. van; choice of several.

1951 FORDSON 10-cwt. Luton van.

1955 FORDSON 2-ton 4D Diesel van.

1956 FORDSON 3-ton 950-cu.-ft. Luton, new body,
Cont Cutter engine.

1956 FORDSON 4D Diesel tipper.

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1952 MORRIS 10-cwt. Cowley pick-up.

1954 MORRIS 1-ton LD1 van.

1955 MORRIS Cowley 10-cwt. van.

1957 15-cwt. J2 van

VOLKSWAGEN.

1956 VOLKSWAGEN van, in blue.

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AUSTIN 5-ton long-wheelbase platform lorry, P6
Diesel. First registered 1949.

AUSTIN 5-ton long-wheelbase tipper, P6 Diesel. First
registered 1947.

AUSTIN 25-cwt. van. First registered 1949.

BEDFORD 7-ton long-wheelbase platform lorry, petrol.
First registered 1954.

BEDFORD 5-ton platform lorry. First registered 1948.

BEDFORD 2-3-ton long-wheelbase platform lorries,
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FORDSON 3-ton long-wheelbase drop-side truck. First
registered 1948.

MORRIS 30-cwt. hydraulic end tipper, one owner. First
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NEW GUY Warrior, 15-ft. 6-in. wheelbase chassis-cab.

NEW LEYLAND Comet ECOS2/4R chassis-cab.

NEW DODGE 3126AP chassis-cab.

1954 DODGE 106AP6 truck, good tyres, clean, £750.

1952 DODGE 124AP6 Scammell coupling 10-ton
trailer, £550.

1956 DODGE 146AR6 18-ft. drop-side truck, £875.

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44 EYE ROAD.

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shutter, £225.

1954 Thames 3-ton 4D long-wheelbase, £450.

1951 SEDDON long-wheelbase truck, exceptionally
good, £375.

1952 DODGE 5-ton long-wheelbase, P6 engine, £445.

1951 DODGE 4-ton platform truck, Diesel, £350.

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Used Goods Vehicles (contd.)

COMBERHILL GARAGES, LTD.
INGS ROAD, WAKEFIELD.
Phone Wakefield 6051-5.

NEW ATKINSON AND B.M.C. FREIGHT VEHICLES AND TIPPERS.

NEW ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel double-drive 24-ft. platform, 40 hp 8, air brakes.
NEW ATKINSON L1780T (Gardner 6LW) 17-ton 8-wheel 3,500-gal. Andrews stainless-steel tanker.
NEW ATKINSON T746 (Gardner 6LW) articulated 1,600-gal. Darham stainless-steel tanker on York tandem axle bogey.
NEW ATKINSON M6441W (Gardner 4LW) 7-8-ton 4-wheel 15-ft. alloy tipper, Milshaw gear.
NEW MORRIS B.M.C. 7-ton (5.1 B.M.C. Diesel) chassis-cab, all wheelbases available.
NEW MORRIS Type 771 7-ton (B.M.C. 5.1-litre) 12-ft. 6-in. wheelbase chassis-cab, £1,408.
NEW MORRIS J2, all models now available for delivery from stock, 15-cwt. van, pick-ups and Minibus.
FREE owners, discount terms granted where applicable.

SPECIAL A licence vehicles.

NEW ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel 24-ft. platform, North, West, Northern Area.
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1956 ALBION Clydesdale F1101 8-10-ton 4-wheel 21-ft. platform, choice two, Northern Area.
1955 DODGE (Perkins P6) 10-ton B.T.C. articulated 23-ft. platform, Scottish Area.

VEHICLES without special A licences.

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1957 AUSTIN 7K (B.M.C. 5.1-litre) 7-ton 4-wheel Pilot tipper, 15-ft. timber body, 9,000 by 20.
1957 FODEN Q24.9 (Gardner 4LK) 6-7-ton 4-wheel long-wheelbase chassis-cab, 8.25 by 20.
1956 SEDDON SL (Perkins P6) 6-7-ton 4-wheel 16-ft. platform, 820 tyres.
1955 BEDFORD S-type (Perkins R6 Diesel) 7-ton 4-wheel 16-ft. platform.
1955 DENNIS Centaur (Diesel) 7-8-ton 4-wheel 19-ft. drop-side, 9,000 by 20 tyres.
1955 BEDFORD S (Perkins R6) 7-ton 4-wheel 15-ft. new Milshaw alloy tipper, 9,000 by 20.
1955 SEDDON (Perkins P6) 6-7-ton 4-wheel Milshaw tipper, 15-ft. timber coal-coke body.
1954 DODGE Kew (Perkins P6) 6-7-ton 4-wheel new Milshaw tipper, 14-ft. timber body.
1953 E.R.F. Type 5G-4 (Gardner 5LW) 7-8-ton 18-ft. platform, 9,000 by 20.
1953 ALBION L1506 (Gardner 6LW) 15-ton 8-wheel 24-ft. platform, 40 by 8; choice of two, drop-side and Dymon trailer.
1951 ALBION HD53L (11-litre Diesel) 9-10-ton 4-wheel drop-side and Dymon trailer.
1951 ALBION HD57L (9.6 Diesel) 15-ton 8-wheel 25-ft. platform, choice two, 9,000 by 20.
1951 LEYLAND Octopus (reconditioned 9.8-litre) 8-wheel 22-ft. platform, 40 by 8.
1949 LEYLAND Octopus (9.8 Diesel) 8-wheeler, new Milshaw tipper, 22-ft. timber body.
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NEW Caledonian 8-wheeler, chassis and cab.
NEW Chieftain CH3L, chassis and cab.
NEW Chieftain FT37EL export model.
NEW Clydesdale PF101BY chassis and cab.
NEW Reiver PF107L chassis and cab.

SECOND-HAND vehicles.

1954 DODGE R6 Boys 6-wheeler, Eaton 2-speed axle, drop-side body, 21 ft. by 7 ft. 3 in. by 1 ft. 3 in., 9,000 by 20 tyres.
1954 DODGE R6 Boys 6-wheeler, 36 by 8, Pilot twin V12 tipper, U-shaped body, 15 ft. 2 in. by 7 ft. 6 in. by 2 ft. 5 in.
1954 BEDFORD 7-ton S type, R6, 9,000 by 20, drop-side body, 16 ft. 2 in. by 7 ft. 3 in. by 17 in., owner-driven from new.
1954 SENTINEL 6-wheeler, T.A., 36 by 8 tyres, 4-cylinder Diesel, drop-side body 21 ft. 10 in. by 7 ft. 3 in. by 1 ft. 6 in., exceptionally clean vehicle and well tyred.
1953 (Registered) E.R.F. 6-tonner, 4LK, 5-speed box, 7,000 by 20 tyres, all good, drop-side body 16 ft. 5 in. by 7 ft. 2 in. by 1 ft. 4 in.
1956 LEYLAND Comet, 18-ft. drop-side body, due into stock August 1.
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ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

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1958 5-ton Thames Trader drop-side truck, 4D engine, 152-in. wheelbase, fitted with heater and flashing indicators. This vehicle is as new and carries the full guarantee, used only as a demonstration vehicle, mileage approximately 4,000, £1,075.

1949 FORDSON 2-ton Luton van, 4-cylinder Cost Cutler engine, in good mechanical condition, good body, £200. 771-408

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Used Goods Vehicles (contd.)

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THE vehicles advertised have been conditioned up to our well-known standard and are covered by our **USED GOODS VEHICLES WARRANTY.**

SIGNED by a director of the company.

1954 August, BEDFORD 5-ton P6 drop-side truck.
1956 BEDFORD 7-ton S-type flat, fitted reconditioned P6 engine.
1955 AUSTIN 5-ton P6 flat.
1954 SEDDON flat, fitted reconditioned P6 engine.
1953 DODGE 5-ton P6 flat.
1954 November, AUSTIN 5-ton P6 flat.
1956 BEDFORD-SCAMMELL tractor, P6, choice of two.
1954 BEDFORD 7-ton R6 long-wheelbase timber tipper.
1956 November, LEYLAND Comet, normal control, 14-ft. 2-in. wheelbase chassis and cab.
1955 August, AUSTIN P6 tipper.
1956 LEYLAND Comet tipper, 14-ft. timber body with extensions.
1942 LEYLAND Beaver flat-platform lorry, first-class condition.
1956 November, BEDFORD 5-ton P6 long-wheelbase timber tipper.
1949 COMMIE Q4 3-ton van.
1956 October, B.M.C. 7-ton flat.
1943 October, E.R.F., 5LW Diesel engine, double-drop-side truck.
1954 LEYLAND Comet 18-ft. 3-in. alloy drop-side truck.
If the vehicle you require is not amongst the above, please contact us as our stocks are constantly changing.

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GWENDOLEN ROAD, LEICESTER.

Phone 36117-9.

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1956 ALBION Reiver platform, fitted with Leyland Comet engine.
1951 ALBION CSX model tipper with 14-ft. steel tipping body.
1953 BEDFORD 7-ton long-wheelbase petrol tipper.
1954 BEDFORD 7-ton long-wheelbase Diesel tipper with new R6 engine.
1952 DODGE 2-3-ton petrol tipper.
1947 DENNIS 5-ton platform, fitted with new Perkins P6 engine.
1956 FORDSON 4-ton 4D Diesel tipper with 13-ft. alloy T. and G. body.
1952 FODEN 8-wheel platform with Foden engine.
H.P. And insurance facilities available.

WINGERWORTH SERVICE STATION, LTD. Derby Rd., Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833. 771-6406

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MAIN FORD DEALERS.

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Wan 6633.

COMMER forward-control, flat platform, £195.

BEDFORD normal control, flat platform, £175.

AUSTIN 3-way vans, £175 and £95.

BEDFORD 30-cwt. vans, £150 and £125.

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1948 MAUDSLAY, 4-cylinder Gardner, £275.

1948 LEYLAND Comet (rough), £185.

1938 A.E.C. coach, £165.

1939 FODEN 6-wheeler, £265.

1951 GUY boxvan, £85.

1952 KARRIER Bantam with trailer, £200.

AUSTIN 6-wheeler, fit for spares, £45.

EX-MINISTRY Morris 4-cylinder engines in crates, £20.

LAMMAS MOTORS, 63 Gerratt Lane, S.W.18, L Vandyke 2955 or 3909. 771-163

BIRMINGHAM COMMERCIAL OFFER—

1956 STANDARD 10 6-cwt. van (petrol).

1957 COMMER TS3 7-ton long-wheelbase tipper.

1957 BEDFORD (Comet engine) 7-ton long-wheelbase tipper.

1950 BEDFORD Diesel 5-ton long-wheelbase truck.

1950 FODEN flat with 4LK engine.

1956 FODEN 6-wheeler, all-metal body, 6LW engine.

1956 FORD Thames 4D double-drop-side truck.

1955 DENNIS Stork Luton van, P4 engine, 800 c.c.

TERMS AND EXCHANGES.

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560 COVENTRY ROAD,

BIRMINGHAM 10.

Phone. Vic 0437.

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DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW BEDFORD 7-ton short-wheelbase tipper, Diesel, U-shaped steel body, 9,000 by 20 tyres, 2-speed axle, immediate delivery.

1955 LEYLAND Octopus 8-wheeler, 24-ft. alloy platform body, double-drive axles, full air pressure brakes, in very good condition.

1955 E.R.F. 4.4(G) 4-wheeler, Gardner 4LW engine, 18-ft. drop-side body, 9,000 by 20 tyres, 2-speed axle, in first-class order.

1956 BEDFORD 7-ton SEB Diesel tipper, Telehoist twin-ram gear, 8.25 by 20 tyres, R6 engine, in very good condition.

1940 FODEN twin-steer 5LW Gardner engine, 20-ft. platform body, in fair condition throughout.

1950 MAUDSLAY twin-steer, 20-ft. drop-side body, 10.50 by 20 tyres, in excellent condition.

A.E.C. 6 x 6 Diesel 2,500-gal. refueller, 13.50 by 20 tyres, reconditioned for M.O.S., as new.

A.E.C. power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.

A.E.C. 6 x 2 chassis and cab, ex-W.D., 7.7-litre engine, 13.50 by 20 tyres, single giant, in excellent condition.

1953 FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 34 by 7 tyres, 16-ft. 6-in. platform body, in very good condition.

1948 A.E.C. 8-wheeler, 9.6-litre engine, 21-ft. drop-side body, 9,000 by 20 tyres, in very good condition.

14-TON York semi-trailer, 24-ft. platform body, 9,000 by 14-ply tyres, servo brakes, used for demonstrations.

BEECH'S GARAGE (HANLEY), LTD.

HOPE STREET, HANLEY, STOKE-ON-TRENT.

S-on-T. 25249 and 25240.

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HARTWELLS OF OXFORD, LTD. Main Ford Dealers, West Way, Botley Rd., Oxford. Phone, Oxford 59281, ext. 44.

1956 FORD Thames 4-cylinder Diesel 5-ton long-wheelbase truck, low mileage, guaranteed, £675.

1955 FORD Thames 4-cylinder Diesel 5-ton long-wheelbase chassis-cab, in very good order, guaranteed, £550.

1957 AUSTIN 1-ton Diesel van, as new, £630.

1955 AUSTIN 1-ton Diesel van, engine recently reconditioned, tyres as new, £420.

1957 AUSTIN Omnivan (choice of four), all in excellent condition from £375. 772-6433

1956 MORRIS 1-ton van, green, one owner, good condition, £350.

1955 MORRIS 1-ton van, green, one owner, good condition, £315.

1954 COMMIE 8-cwt. van, beige, good condition, £310.

1946 DENNIS Max Diesel, platform, £345. Caterham Motor Co., Caterham 4242. 771-x09630

BOTWOODS, LTD.

COMMERCIAL VEHICLE SPECIALISTS.

OFFER—

AUSTIN 4-5-ton Diesel, long wheelbase, Balcen extension, drop-side truck, 37,000 miles, in as-new condition throughout, tyres 50%, finished in green, first registered October, 1956, £795.

DENNIS Pax forward-control 6-ton 1,250-cu-ft. Luton van with P6 engine, a sound serviceable vehicle ex "C" licence operator, first registered February 6, 1950, £350.

THAMES 4D medium-wheelbase 4-cu-yd. tipper, Telehoist underbody gear, body as new and vehicle just completing thorough overhaul, tyres good all round, first registered February, 1955, highly recommended, £575.

BEDFORD 10-12-cwt. Bonalack alloy platform vehicle, with headboard, mileage 7,500, as new, first registered December, 1957, £495.

FORD Suxer 8-cu-yd. tipper with Anthony hoist with P6 engine, fair condition all round, finished in primer, first registered April, 1954, £510.

TRADE INQUIRIES INVITED.

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MAJOR'S CORNER, IPSWICH.

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PERKINS DIESEL SIGNHOLDERS.

1953 TROJAN Diesel 1-ton van, engine fitted new rings, etc., £325.

1956 DODGE Model 123 6-ton petrol tipper with 5-speed box and Edbro gear with 6-cu-yd. steel drop-side body, £625.

1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu-yd. steel drop-side body, £625.

1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu-yd. steel drop-side body, £750.

1955 DODGE Model 105P6 5-ton long-wheelbase Diesel chassis and cab with 5-speed box and front-alloy boxvan body, £750.

1953 DODGE Model 125 petrol 6-ton long-wheelbase truck with 5-speed box (choice of two), £350.

1952 DODGE Model 105 5-ton long-wheelbase petrol truck with 4-speed gearbox, £300.

1950 DODGE Model 125 converted to Diesel engine, drop-side body and 5-speed gearbox, £350.

1955 AUSTIN 5-ton normal-control long-wheelbase petrol truck, £400.

1953 BEDFORD 5-ton tipper with petrol engine and 5-cu-yd. steel tipping body, £355.

1945 DODGE 105 5-ton petrol-engined long-wheelbase truck, 4-speed box, £200.

1947 BEDFORD 4-ton standard petrol tipper, £75.

1 BALHAM HIGH RD., S.W.13. Phone, Bal 2234. 771-234

BEDFORD.
GARLICK, BURRELL AND EDWARDS, L. TD.,
 (COMMERCIAL VEHICLE SALES),
 188 REGENT ROAD,
 LIVERPOOL, 20.

OFFER THE FOLLOWING 1957 "QUALITY TESTED"
 TRUCKS, ALL COMPETITIVELY PRICED:—

1957 BEDFORD 300-cu.-in. Diesel, 5-ton, long-wheelbase drop-side truck.
1957 BEDFORD 5-ton long-wheelbase platform and drop-side trucks, Perkins P6.
1957 B.M.C. 7-ton platform truck, 2-speed axle, power steering, 900 x 20 tyres and 3-piece wheels.
1955, October, BEDFORD 10-ton Scammell R6 Diesel tractor unit, in excellent condition.

THE FOLLOWING MACHINES TO BE SOLD WITHOUT PART-EXCHANGE AT INCOMPARABLE PRICES:—

1954 BEDFORD A-type 5-ton long-wheelbase petrol platform truck, £325.
A NOTHER, similar to the above, but drop-side truck, £225.
1950 DENNIS Max long-wheelbase flat, £300.
1953 AUSTIN A40 pick-up, £165.
1947 THORNYCROFT Diesel long-wheelbase platform truck, excellent condition, £165.

MANY OTHERS SIMILAR TO THE ABOVE FOR VALUE, QUALITY AND SERVICE.

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1956 STANDARD 6-cwt. van, £300.
1956 AUSTIN A40 van, excellent condition, £365.
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£175. 1949 SEDDON long-wheelbase lorry.
£145. 1945 VULCAN Diesel long-wheelbase lorry, rebuilt 1953, working daily.
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£100. Good 18-ft. 8-ton Dyson draw-bar trailer.
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EARLY delivery of all Austin, Morris and Ford commercial vehicles.
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1948 THORNYCROFT Sturdy drop-side truck, £250.
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1947 DENNIS 5-ton boxvan, £95.
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1949 September, green, good tyres, spare seats in the rear, £120.
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25 Used vans in stock from 8 to 20 cwt.

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1955 BEDFORD 3-ton truck.
1954 FORD 4D Coat Cutter truck.
1952 BEDFORD 7-ton truck.
1947 BEDFORD 5-ton truck.
1955 AUSTIN A40 pick-up.
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VANS, trucks, tippers, 5 cwt. to 7 tons.

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Phone Waterloo 2321. 771-99

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VARIOUS other second-hand vehicles too numerous to
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1958 (Registered) FODEN 6-wheeler platform, double
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1953 SEDDON 2-ton PTJ 561, P4 engine.
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1955 FORD 10-cwt. van with windows, £275.

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truck, £425.

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1952 BEDFORD tipper, 7-cu.-yd. steel body, sound
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new engine, good tyres, £375.
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truck, one owner, guaranteed, £765.
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condition, £525.
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1957 FORD 5-cwt. van, one owner, 13,000 miles.
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NEW 7-ton Thames Trader, 160-in.-wheelbase drop-
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to 7 tons, Bedford preferred. Cash on sight. Distance no
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SELECTION of 8-wheel 6LW ATKINSONS, 24-ft. plat-
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1952 ALBION HD57L 8-wheel 7-ton 18-cwt. Eastern, £3,750.
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1940 MORRIS van, 17-cwt., Eastern, £275.

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WANTED, articulated vehicles with special A licences, will pay very good prices.

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1949 LEYLAND full-front 33-seater luxury coach, clean condition throughout, to clear, only £395.

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seater Thorough coachwork, certificate of fitness
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1950 (Re-registered) A.E.C., 7.7 engine, 35-seater
Gurney Nutting coachwork, certificate of fitness
1959.
1949 A.E.C., 9.6 engine, pre-selector, 33-seater
West-Nor coachwork.
1949 A.E.C., 9.6 engine, pre-selector, 33-seater
Bellhouse Hartwell coachwork.
1947 A.E.C. Regal, 7.7 engine, 35-seater Duple
coachwork, certificate of fitness 1960.
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Whitton coachwork, certificate of fitness 1961.
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fitness 1960.
1947 BEDFORD 29-seater Duple Vista, certificate of
fitness 1959.
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engine, £275.
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BRISTOL, 1948, Eastern Coachworks body, 35-seater,
7.7 A.E.C. engine, certificate of fitness September,
1960, in excellent body and mechanical condition, £550.
MOST of the above vehicles have current certificates of
fitness and are in very good body and mechanical
condition. 771-384

THE MOTOR DEPOT.

158 WALSGRAVE ROAD, COVENTRY.
Phone, day 5258. Night, 68503.

- NEW AUSTIN 12-seater coaches, finished to P.S.V.
requirements, price £850. Early delivery.
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1951 DENNIS, 35-seater full-front Duplex body.
1951 MAUDSLAY, 33-seater full-front Burlington.
1949 BEDFORD Vista 29-seater, new set high-back
seats fitted, five years' certificate of fitness.
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1949 CROSSLEY, 33-seater luxury body.
H.P. Facilities. Part-exchanges. 771-361

Used Passenger Vehicles (contd.)

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- 1948 FODEN Burlington body, 6-cylinder Gardner,
certificate of fitness, ready for immediate use.
1949 ALBION full-fronted 31-seater, petrol, certified
to 1959.
1950 BEDFORD Vista, £500.
1950 AUSTIN coach, £200.
1951 CROSSLAND Plaxton full-front, 37 seats,
certificate of fitness 1961, choice of two.
TWO COMMERCIALS fitted with Duplex body for immediate
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BEDFORD Vegas, 41-seater Duplex, for immediate
delivery.
L. S. GLEAVE. Phone, Audlem 359 and 332. 771-98

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- 1947 A.E.C. 9.6 Plaxton, 33-seater coachwork, good
runner, certified late 1959, bargain price, £350.
1948 DENNIS Lancet III Diesel, Yeates 35-seater,
used private only.
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33-seater body, certified 1959, £375.

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EVINGTON, L. LEICESTER.

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- 1958 BEDFORD 41-seater Plaxton.
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1955 BEDFORD 38-seater Duplex.
PLEASE write or phone for appointment to view.
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TWO 1938 OPEL coaches, Duplex bodies, 27 seats,
certificates of fitness November, 1959, high-back
Latex foam seats, Bedford 28-h.p. engine, gearbox, all
spares available, clean condition. West End Garage,
Bruton 2128, Somerset. 771-306

PEERLESS MOTORS, LTD., Bath Rd., Slough. Phone 25121.

- 1947 BEDFORD Plaxton, certificate of fitness
December, 1949, 30-seater, £275.
1949 CROSSLEY Diesel, certificate of fitness June,
1959, 33-seater, £475. And another at £295.
1952 KARRIER 14-seat coach, in excellent con-
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£1,095.
1949 COMMERCIAL 30-seater coach, in good order,
certificate of fitness August, 1959, £395.
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Used Passenger Vehicles (contd.)

DEACON'S GARAGE, Dorchester, Oxon. Phone.
Clifton Hampden 217.
NUMBER of 1946 A.E.C. double-deck buses, 56-seaters,
Metro Cam bodies, certificate of fitness to 1960,
from £350.
CHOICE of four 6-cylinder Gardners and several
C. Maudslays.
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from £275. 771-348

1956 LEYLAND Tiger Cub, Burlington Seagull
41-seater full luxury coach, £3,900.
1956 BEDFORD Duplex 41-seater luxury coach,
£2,675.
ALL the above vehicles in immaculate condition, only
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trial or inspection. Phone, Highley 208.
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DAIMLER 56-seater double-decked buses with A.E.C.
7.7 Diesel engines, choice of three excellent machines
at £150 each. Also a very large selection of Albion,
A.E.C. and Foden 33-seater coaches suitable for public
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S.M.T. 205 Finnieston St., Glasgow, C.S. Phone,
Douglas 2940. 771-376A

29-32-SEATER AUSTIN coaches fitted with Plaxton
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COACHES AND COMPONENTS, L.T.D.

469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (five lines).

ARE now taking orders for 1958 BEDFORD 29- to
41-seating capacity luxury coaches, fitted with petrol
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PART-EXCHANGES and H.P. terms arranged to your
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pick-up, ambulance, 129-131 Old Brompton Rd., S.W.7.
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NEW FORD Thames 12-seater P.S.V., available
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NEW AUSTIN A152 12-seater, forward seats, im-
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Birmingham 23. Phone, Erd 2488. 772-6491

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- 1949 COMMERCIAL Q2 ambulances, very good condition,
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BEDFORD, Austin, Albion and Rolls-Royce ambulances,
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2226. 771-318

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CARRIMORE close-coupled articulated 6-wheelers, hand-
some appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore
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1957 THAMES 4D.

TASKER RAMP COUPLING, 45,000 MILES.
ALSO TWO REBUILT 5-TON LOW-LOAD TRAILERS.
£960.

S. SMITH SONS.

MAUD'S ELM, CHELTENHAM.
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1952, October, 5-type BEDFORD-SCAMMELL
tractor unit, fitted with Leyland Comet 90
engine, new rear axle recently fitted, ready for immediate
work, unladen weight 2 tons 9 cwt, 2 gr., £585. Alma
Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone,
Bristol 77667. 771-442

Miscellaneous Vehicles (contd.)

1947 AUSTIN articulated 23-ft. flat, in good order
throughout, excellent tyres, £275.
FRANK B. CORDINGLEY AND SONS, 353 Moss
Lane East, Manchester, 14. Phone, Moss Side 4974.
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DODGE articulator, July, 1955, fitted with P6 engine,
B.T.C.-S.A.E. coupling and 20-ft. B.T.C. semi-trailer.
CENTRAL GARAGE, Burnley Rd., South Emsall,
near Pontefract. Phone, Emsall 276-7-8. 771-40

1956 Thames articulator unit, Perkins P6, with
boxvan trailer of 950-1,000 cu. ft., roller shutter
at rear and roof ventilators, 45,000 miles approximately.
Michelin S. tyres, as new, £1,150.

1957 Thames Trader articulated unit, 7.50 by 20
feet, Tasker ramp attachment, mileage 2,740,
two 20-ft. flat platform semi-trailers, excellent condition,
£1,650.
W. H. PERRY, LTD., Station Bridge, Walsgrave,
Warwick. Phone, Harrow 1031. 771-171

BEDFORD Tasker, P6 engine, excellent throughout, with
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1951 BEDFORD-SCAMMELL petrol tractor with
6-ton drop-frame trailer, sound condition
throughout.

NEW BEDFORD 10-ton F.C. tractor, incorporating
100-cu.-in. Diesel engine and 2-speed axle.
NEW SCAMMELL 8-ton 23-ft. platform trailer.

NEW BEDFORD 8-ton Diesel forward-control tractor
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SCAMMELL Scarab on favourable delivery.

DEMONSTRATIONS.

INQUIRIES from the specialists—

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DORKING 3822, EXT. 19. 771-208

Miscellaneous Vehicles (contd.)

1947 SEDDON P6, 24-ft. 6-in. Carrimore trailer,
reconditioned engine, £450. Cottee and
Edwards, Ltd., Nottingham. Phone 52213. 771-152

CAPITAL MOTOR CO., L.T.D.

SCAMMELL DISTRIBUTORS.
BEDFORD MAIN DEALERS.

NEW BEDFORD-SCAMMELL 8-ton forward-control
and 10-ton tractor units, immediate delivery.

NEW SCAMMELL trailers, early delivery.

NEW SCAMMELL Scarab for early delivery, either
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1954 SCAMMELL 6-ton Scarab, in excellent condi-
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1950 (Registered) BEDFORD-SCAMMELL tractor
unit, Diesel and first-class mechanical condition.

1949 SCAMMELL 3-ton Scarab and two 15-ft. box-
van trailers, clean condition.

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Crickenwell 7456. 771-251

1947 BEDFORD articulated P6, 24-ft. trailer, good
tyres all round.
H. F. A. DOLMAN, LTD., 186 Carlton Avenue,
Southend-on-Sea. Phone 43262. 771-293

1946 BEDFORD-SCAMMELL petrol engine tractor
and low-loader machinery carrier, 13-ft. 6-in.
well, 7.50 by 20 twin rear to knock-out rear axle, £420.
H.P. arranged, clean condition.

CREASEY'S COMMERCIALS, Great North Rd.,
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Miscellaneous Vehicles (contd.)

A Large selection of articulated vehicles always in stock. 3-tonners to 100-tonners including a wide variety of types. Let us know your requirements. Terms and exchanges.

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Phone, Stevenage 175.

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UNREGISTERED ex-W.D. Austin 6 by 4, A.E.C. 6 by 6, Albion 6 by 6 c/w winches, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone Leabrooks 477. 222-652

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1954 SEDDON Diesel platform vehicle, over 20 m.p.s., with excellent 16-ft. lift-off cattle-horsebox, Luton over cab, daylight plastic panel in roof, little used, repainted in grained finish, smart outfit.
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ALFRETON, DERBYSHIRE.

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DEALERS AND DISMANTLERS.

4 X 4 SPECIALISTS 6 X 6.

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AUSTIN and Bedford 4 by 2 and 4 by 4 3-ton vehicles, in first-class condition, available. Specifications and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's, Waltham 133. Cablos, "Morgan's", Southampton. 222-928

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CANADIAN Ford 4 x 4, late heavy type winch truck, good condition, £125. Also Canadian 3-ton 4 x 4 Chevrolets and Fords. 57 Lower Forbury Rd., Portsmouth. Phone 24117. 772-89610

FORDSON 4 by 4 ex-W.D., unregistered, delivery mileage only, drop axle and rear, tubular frame and tilt, fitted as workshop truck, choice of three, £125 each.

FORDSON 6 by 4 ex-W.D. fitted large insulated body, delivery mileage only, £175; would consider offers as premises must be vacated.

BEDFORD 4 by 4 ex-W.D. tipper, £125.

BEDFORD 4 by 4 ex-W.D. tipper, with signal van body, £125.

GEFARE, LTD., 17 Lynn Rd., Wisbech. 771-7

BEDFORD 4 by 2, Army reconditioned, £125.

BEDFORD 4 by 4, Army reconditioned, £125.

PERCY SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5. Phone, Ealing 7987; Uxbridge 5022; after hours, Western 1321. 771-1111

INSULATED VANS

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

1954 AUSTIN 3-ton hygienic meat van, fitted with interior meat rails, alloy floor, height 6 ft. 6 in., in excellent condition, £395.

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MEAT body, latest type for hanging meat, as new, £135.
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1950 Model BEDFORD Luton van, approx. 1,000-cu.-ft., very clean, unladen weight 2 tons 15 cwt., £245. Coppells Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 771-102

1952 FORD Thames 4D Diesel Luton van, 1,400 cu. ft., in good running order, any trial, £375. Terms and exchanges.

BEDFORD-SCAMMELL artic. pantechnic, large capacity, in good order, £275.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 771-405

Miscellaneous Vehicles (contd.)

ALWAYS a good selection of pantechnics and box-vans from 900-1,200-cu.-ft. capacity. Guy, Vizen, Austin, Morris, etc. Contact the van specialists. Alma Garages (Bristol), Ltd. 74 Feder Rd., Bristol, 2. Phone, Bristol 77667. 771-441

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1957 AUSTIN LD2 30-cwt. chassis, petrol, fitted large capacity Luton body, approx. 550 cubic capacity, colour grey, under 10,000 miles.

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NEW AUSTIN 15-cwt. to 5-ton chassis, petrol, Diesel, fitted with Luton bodies, 400 to 1,250 cubic capacity, several available for immediate delivery in primer.

H. A. SAUNDERS, LTD.,

C.V. DEPT.,

836-842 HIGH ROAD, FINCHLEY, N.12.

Hillside 5272, ext. 22.

771-142

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

1951 November, GUY Otter, 4LK Gardner, with Eaton 2-speed axle, 1,100-cu.-ft. pantechnic drop-well, Plymax body, £465.

1950 FORD Thames Diesel P6, with 1,300-cu.-ft. Plymax body, in excellent condition, £350.

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SPURLING CITY DEPOT OFFER:—

1956 BEDFORD 3-ton 4-cylinder Diesel furniture van, approximately 900 cu. ft. capacity.

HIKE-PURCHASE. PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET,

LONDON, E.1.

Phone, Shoreditch 8433.

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1949 AUSTIN 1,650-cu.-ft., new engine, v.e.c., £425. Commer 1,650-cu.-ft., Bedford engine, £125. Commer 25-cwt. boxvan, roller shutters, £47 10s. Boughtons Service Station, Ltd., 1-5 Odessa Rd., E.7. Mar. 1888. 771-350

Luton Vans and Pantechnics Wanted

1,400-1,600-CU.-FT. Luton van wanted, Bedford preferred. Davis Removals, Stockport. 5575 night. 771-x9900

MOBILE SHOPS, CANTEENS, ETC.

KARRIER Bantam ex-Government chassis-cab, unregistered, excellent condition, could be fitted with mobile shop or canteen body to suit your requirements at very reasonable cost. Terms available over two years, delivery free in Britain, contact Wyatt (Coachbuilders), Ltd., Cheadle 3155, Staffs. 772-x9975

MOBILE shops, canteens, vehicles and trailers, petrol and Diesel, large selection. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 771-319

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GULLY and cesspit emptying vehicle for sale. Box 7128, care of "The Commercial Motor." 771-430

CESSPIT and gully emptying vehicles required. Box CM692, care of "The Commercial Motor." 771-431

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WANTED, gully and cesspool emptiers, condition and make immaterial, distance no object. Lines of Wootton, near Canterbury. Phone, Selsted 37. 771-271

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UNREGISTERED ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford QL 4 x 4 900-gal. retoullers; also 900-gal. Bowser trailers. Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone Leabrooks 477. 222-653

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BEDFORD-SCAMMELL 2,000 gallon artic. tanker, four compartment, in very good order.

1947 A.E.C. 3,600 gallon 8-wheeler tanker, clean condition, in good running order.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R Phone, Stevenage 175. 771-403

1942 A.E.C. 8-wheeler tanker, 3,600 gallons, Butterfield mild-steel tank with power pump, £599 or exchange for Bedford-Scammell Diesel articulated flat lorry. Phone, Bootle 3822 between 9 a.m. to 5.30. 771-x9986

Miscellaneous Vehicles (contd.)

ONE 4,000-gallon 5-compartment or 800 gallons Durham vehicle tank.

ONE 3,600-gallon 6-compartment of 600 vehicle tank.

ONE 2,500-gallon 5-compartment of 500 Thompson vehicle tank.

TWO 800-gallon oil-storage tanks.

ONE 4,000-gallon American vehicle tank suitable for storage. Quilton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 771-183

1953 FORD T6, 1,500-gallon.

1948 DENNIS, 1,200-gallon, 4-compartment.

1946 BEDFORD, 1,000-gallon, with pump.

1948 FORD, 800-gallon, with pump.

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H. F. A. DOLMAN, LTD., 186 Carlton Avenue Southend-on-Sea. Phone 43262. 771-291

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WANTED, Scammell frameless trailer tankers, 2,000 gal., four compartment, spirit type. Box CM695, care of "The Commercial Motor." 771-247

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1935 LEYLAND Beaver tipper wagon for sale, good running order; offers, Wm. Kayley, Ltd., Queen St. Iron Works, Ardwick, Manchester, 12. 773-6456

1948 BEDFORD 5-ton long-wheelbase tipper, drop-side body, good tyres, Perkins engine, very clean, £225. Phone, Horbury 509, Yorks. 771-x8942

1955 November, BEDFORD 5-ton long-wheelbase twin-ram tipper, 37,000 miles from new, immaculate, must be seen to be appreciated. Coppells Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 771-101

FORDSON TV 5-ton tipper, in very good working order, serviceable tyres, fit for immediate service, 660. MOTOR TRADERS (BRIGHOUSE), LTD., Huddersfield Rd., Brighouse, Yorkshire. Brighouse 2057. 771-62

1953 FODEN 8-wheel tipper.

1948 FODEN 6-wheel tipper.

WILLIAM H. SHORT (CONTRACTORS), LTD., High Fields Garage, Baker St., Newthorpe, Notts. Phone, Kimberley 2391-2. 771-25

1946 FODEN 8-wheeled tipper long-wheelbase, 40 x 8 tyres, all very good, new coal and tipping gear recently fitted at a cost of £700, in good order throughout, £975.

ALBION CX1 8-ton short-wheelbase Diesel tipper, very good order throughout, £525.

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1956 FORD Thames ET Diesel tipper, steel body, in good running order, choice of six, £350 each.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 771-400

1952 SEDDON twin-ram tipper, excellent condition. C. Russett, 46 Clarence St., Southampton. Phone 26590. 771-145

1955, October, FORD 5-cu.-yd. tipper, P6 engine, £1,000, guaranteed. E565, Campbell Symonds and Co., Ltd., Forty Avenue, Wembley, Arnold 771.

1948 BEDFORD long-wheelbase tipper, alloy body, £125.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue Southend-on-Sea. Phone 43262. 771-292

1957 FORD Thames 4D Diesel, 5-yd. drop-side Anthony steel body and gear, 7.50 by 20, good all round, one C owner, choice of two, £650 each.

CRAVEYS COMMERCIALS, Gt. North Rd., Knockworth, Herts. Phone 3377. 771-305

TRACTORS

SCAMMELL tractor Pioneer type, 15 m.p.h. with winch, in perfect condition, 6LW engine, £800; also Albion, 5LW Gardner, 10-ton flat lorry, 24-ft., £150. Apply, Proctor, 474 Mansfield Rd., Nottingham. Phone 64015. 771-x9841

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS,

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7

BEDFORD 1951 Diesel 5-ton short-wheelbase tractor unit with Scammell coupling, £250. 771-263

1952 COMMER Diesel tractor unit with reconditioned P6 engine, in very good and clean condition, £300.

1948 E.R.F. tractor unit, S.A.E. coupling, reconditioned 5LW engine, in good and clean condition, £450.

1955 BEDFORD-SCAMMELL A-type Diesel tractor unit, in good running order, £375.

1950 SCAMMELL articulated unit, 6LW engine, in excellent running order.

ANY of the above tractor units can be supplied with suitable trailers if required. Terms, exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 771-397

Miscellaneous Vehicles (contd.)

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.
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8-TON 20-ft. Scammell box trailer, latest type, one owner. Pirbright Garages, Pirbright Rd., Southfields. Vandyke 2366. 771-379

ONE 20-ton S.M.T., fitted 16-36 by 8s. equal to new and complete with axles. Brooklyn Engineering, 187 Hurley Rd., Chanciers Ford, Hants. Chanciers Ford 2281. 771-314

HEAVY trailer, 15-cwt., 52 in. by 80 in., once used. H.A. Ltd., 45 Saint Matthews Row, London, E.2. Sho 3916. 771-9993

EX-MINISTRY 10-12 low-loader drawbar trailers for sale. Erwins, 15 King St., Maidstone. Phone 55922. 771-331

SCAMMELL trailers. We offer a good selection of 6-, 8- and 10-ton 16-ft. to 25-ft. flat-platform, drop-sided, box-bodied, timber-pole types and low-loaders, all with Scammell couplings, from £75. Terms and exchange.
SCAMMELL and Dyson 16-ton tandem-axled trailers. 24- and 25-ft. lengths, flat and drop-sided, all in very good order, choice of 20, at £325 each; also a number of low-loaders, 10 tons to 39 tons, 15- to 20-ft. well, with knock-out axles.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 771-396

Miscellaneous Vehicles (contd.)

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheeler, by the leading makers, including low-loaders and semi-loaders, box bodies, platform and technicons and special types.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. zzz-993

"OFF the peg."
TASKERS new QD semi-trailers.
10-TON straight frame, in three lengths, 22 ft., 23 ft., and 24 ft.; S.A.E./S.M.M.T. couplings and including all latest standard features. Fully descriptive priced leaflet No. 1209.

TASKERS OF ANDOVER (1932), LTD.,
ANDOVER, HANTS.
Phone, Andover 2312.
Telex, Andover 47-539.

LONDON OFFICE: 36 VICTORIA STREET, S.W.1.
Phone, Abbey 2202.

MANCHESTER OFFICE: 26 CORPORATION STREET, MANCHESTER, 4.
Phone, Deansgate 6009. Telex, 66-249.

SCOTTISH AGENTS:—
DOUGLAS MUNRO AND CO., LTD.,
CHAPELHALL INDUSTRIAL ESTATE, CHAPELHALL.
NEAR AIRDRIE, LANARKSHIRE.
Phone, Airdrie 2691-2-3. zzz-0687

Miscellaneous Vehicles (contd.)

SCAMMELL 6-ton trailer couplings, good condition, £12 10s. e.c.h.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, near Birmingham. Phone, Broadwell 1840. 771-77

DYSON super trailers and semi-trailers.
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VAUXHALL-BEDFORD main dealer, Home Counties, requires manager for commercial vehicle depot, experienced, to enable control all departments, including body-building. Write in confidence Box CM719, care of "The Commercial Motor." 771-60

COMMERCIAL vehicle sales manager required, experience essential, generous salary and pension scheme to right man, write stating previous experience with references to Box CM711, care of "The Commercial Motor." 771-9891

COMMERCIAL-VEHICLE salesman required, experienced, essential, remuneration on salary, expenses and commission basis. Apply in first instance to W. Harold Perry, Ltd., Station Bridge, Wealdstone, Middx. 771-172

COMMERCIAL sales manager required by Midland Austin distributors. Apply in writing, stating age, experience, qualifications, etc., to Box CM7117, care of "The Commercial Motor." 771-6489

VAUXHALL-BEDFORD salesman required. Write or call with full particulars to Sales Manager, G.N. Ltd., Vauxhall-Bedford Main Dealers, 300 Balham High Rd., S.W.17. 774-6487

PARTS storekeeper required, preferably with Vauxhall-Bedford experience (City area). Applications strictly confidential. Box CM673, care of "The Commercial Motor." 771-298

A Working foreman required to take charge of service station of new garage to be opened shortly in Frome, Somerset. Intimate and up-to-date knowledge of Vauxhall and Bedford (petrol and Diesel) products and experience in customer reception essential. Generous salary, Profit sharing bonus, non-contributory pension scheme. Two-bedroom flat on service tenancy available. This is an opportunity for a conscientious and industrious man to establish himself. Apply in confidence, stating full particulars of qualifications and experience to Welch and Co., Ltd., Redcliffe St., Bristol, 1. 771-332

SITUATIONS WANTED

LONDON shunter, good contacts for reloading, own telephone, capable management, London office. Box CM709, care of "The Commercial Motor." 771-6476

SALES representative with commercial vehicle maker desires similar appointment North Lancs, Westmorland, Cumberland would consider representation for tipping gear, tyre or battery makers in same area. Box CM713, care of "The Commercial Motor." 771-9987

COACH-BUS manager, seeks post, 10 years experience. Box CM6912, care of "The Commercial Motor." 771-9543

YOUNG man seeks transport manager's position, possibly abroad, experienced long-distance transport maintenance, certified to drive own traffic, used to long irregular hours. Box CM7122, care of "The Commercial Motor." 771-9988

STORAGE ACCOMMODATION

STORAGE and redistribution facilities available, 28 S and A licence vehicles at present covering the whole of Worcestershire and Warwickshire, including Birmingham on sugar distribution, H. B. Everton Roadways, Ltd., Droitwich. Phone 2378. 771-366

STORAGE and redistribution facilities available, South Manchester, 30-40-miles radius. Box CM7116, care of "The Commercial Motor." 772-6488

Miscellaneous Advertisements (contd.)

TENDERS

ORPINGTON URBAN DISTRICT COUNCIL.
TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY TO THE COUNCIL DEPOT, CROFTON RD., ORPINGTON:—

OF ONE
NEW SERIES II
REGULAR LAND ROVER,

DIESEL ENGINE AND COMPLETE WITH TRUCK-TYPE CAB, REAR POWER TAKE-OFF, SPARE WHEEL, NUMBER PLATES AND COMPLETE SET OF TOOLS.

The vehicle is to be painted two coats primer and finished deep Brunswick Green L.C.I. Dulux BSS.277, with Coat of Arms (stencils will be supplied) on each door panel and lettering on near-side door panel as instructed. Offers must also be made for one FORD 5-CWT. VAN, 1949 (MPC.194), in running order, to be taken in part-exchange. The van may be inspected, by arrangement, at the Council Depot, Crofton Rd., Orpington. (Phone, Orpington 27661, ext. 10 or 11).

Tenders should note that the Council is entitled to a fleet owner's discount and tenders must be endorsed to the effect that this has been taken into consideration in submitting a tender.

Tenders, stating date of delivery, to be submitted to me in plain sealed envelopes endorsed "Land Rover," by not later than noon on August 23, 1958.

The Council do not bind themselves to accept the lowest or any tender.

Council Offices, **STEPHEN KING,**
Crofton Pound Hill, Clerk and Solicitor.
Orpington, Kent.
August 8, 1958. 771-12

BOROUGH OF BEXHILL

TENDER FOR SUPPLY OF:—
SEMI-INDUSTRIAL TRACTOR (DIESEL)
TRAILER and GRASS REAPER
AND
DISPOSAL OF
2-TON MORRIS LORRY.

Tenders invited in connection with above-mentioned plant, Supplier of tractor, etc., to give credit allowance for 1938 Morris lorry. Further particulars from undersigned, who should receive tenders by 9 a.m. on August 30, 1958, in plain sealed envelope endorsed "Tender for Tractor, etc." bearing no mark to indicate sender.
Town Hall, **BOROUGH SURVEYOR,**
Bexhill-on-Sea. 771-4

ST. HELENS CORPORATION TRANSPORT.
TENDERS ARE INVITED FOR THE PURCHASE OF THE FOLLOWING SURPLUS VEHICLES:—

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ONE TOWER WAGON, A.E.C. 4-CYLINDER PETROL ENGINE

View by appointment: Phone, St. Helens 4128 or 4061, Ext. 253.

Full details, Tender Forms and Conditions of Sale may be obtained from the undersigned, to whom completed tenders may be delivered not later than 10.00 a.m. on Monday, August 25, 1958.

Transport Offices, **JOHN C. WAKE,**
Shaw Street, General Manager and Engineer,
ST. HELENS, LANCOS. 771-15

CATERHAM AND WARLINGHAM URBAN DISTRICT COUNCIL.

NEW VEHICLES.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING NEW VEHICLES:—

- (I) 4 CU. YD. TIPPING LORRY.
- (II) AUSTIN A35 VAN.
- (III) DENNIS PAX MAJOR II REFUSE COLLECTOR.
- (IV) 15 CU. YD. BARRIER LOADER REFUSE COLLECTOR.

Specifications and Forms of Tender may be obtained upon application to the Engineer and Surveyor and sealed tenders in the endorsed envelopes provided must reach the undersigned by not later than 4 p.m. on September 1, 1958.

B. J. SMERDON,
Clerk of the Council.
Caterham. 771-337

Miscellaneous Advertisements (contd.)

COUNTY BOROUGH OF EAST HAM
SUPPLY OF GULLY EMPTIER.

TENDERS ARE INVITED FOR THE SUPPLY OF A GULLY EMPTIER.

Further details and forms of tender (returnable by 12 noon on August 25, 1958) from the Borough Engineer, Town Hall, East Ham, E.6. 771-106

COUNTY BOROUGH OF BARROW-IN-FURNESS.

VEHICLES FOR DISPOSAL.

THE COUNCIL INVITES OFFERS FOR THE FOLLOWING VEHICLES:-

**3 CROSSLEY DOUBLE DECKED
58 SEATER OMNIBUSES 1948.**

The vehicles, which are offered for sale without guarantee as to condition, may be inspected at the Transport Department, Hindpool Road, Barrow-in-Furness, between the hours of 9 a.m. and 12 noon and 2 p.m. and 4 p.m. Monday to Friday, and any other information and form of tender may be obtained from the General Manager at the above address.

Tenders for any or all of the vehicles should be forwarded in a sealed envelope to reach the undersigned not later than Monday, August 25, 1958.

LAWRENCE ALLEN.

Town Hall, Barrow-in-Furness. Town Clerk. 771-316

WORKS TRUCKS

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BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free.
DIYSEL oil stocks books. Cost books, etc. Send for descriptive list.
CHARWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-944

Books and Publications (contd.)

"FARM MECHANIZATION" DIRECTORY, 1956-57. Compiled by the staff of "Farm Mechanization." Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world, this edition covers the period 1956-57. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers names and addresses. Illustrated. 552 pages, 25s. net from booksellers, or 26s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK, by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics Works, this book is designed for students entering for the award of the National Craftsman's Certificate in Automobile technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner, Editor of "The Commercial Motor." This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, consisting of the most up-to-date information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

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August 8, 1958—THE COMMERCIAL MOTOR 63
(Supplement)

Books and Publications (contd.)

THE BRITISH COMMERCIAL VEHICLE INDUSTRY (6th Edition). Compiled by the staff of "The Commercial Motor." Completely revised and illustrated with many new photographs and technical drawings, the Catalogue provides a comprehensive guide to all types of British commercial vehicles and an up-to-date review of the products of British makers of commercial vehicle chassis, trailers, engines, bodies, components and equipment which are offered for export to road transport operators and traders in overseas countries. The colour code system enables rapid identification of the main sections of the book to be made and the specification table headings and illustration captions are in French, Spanish and English with weights and measures quoted in both English and metric units. 250 pages. Illustrated. Price 42s. net from booksellers, or 44s. 3d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS, 1956-57 (42nd Edition). Contains 13 operating cost tables for all types of motor vehicles; calculations are based on the experience of present-day operators. An explanatory article describes the principle of cost recording. 56 pages, 3s. net from booksellers, or 3s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detailed facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. net respectively by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

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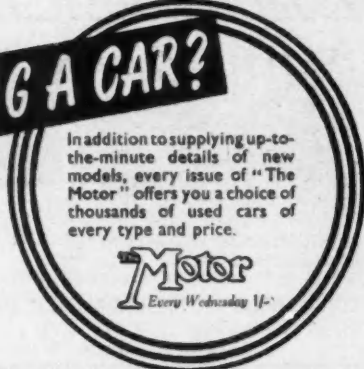
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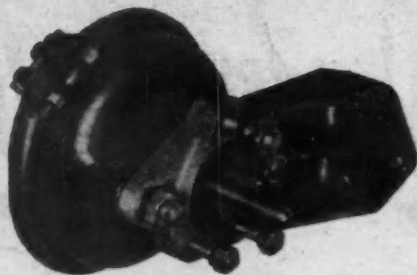


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